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FINAL

**ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

**THE CITY OF SAN BUENAVENTURA
DOWNTOWN REDEVELOPMENT PLAN AMENDMENT
AND
BOUNDARY EXTENSION**

TECHNICAL APPENDICES

April 2, 1990

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Prepared For:

**The City of San Buenaventura
Redevelopment Agency
501 Poli Street
Ventura, California 93002**

By:

**The Planning Corporation of Santa Barbara
122 E. Arrellaga Street
Santa Barbara, California 93101**

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**THE CITY OF SAN BUENAVENTURA
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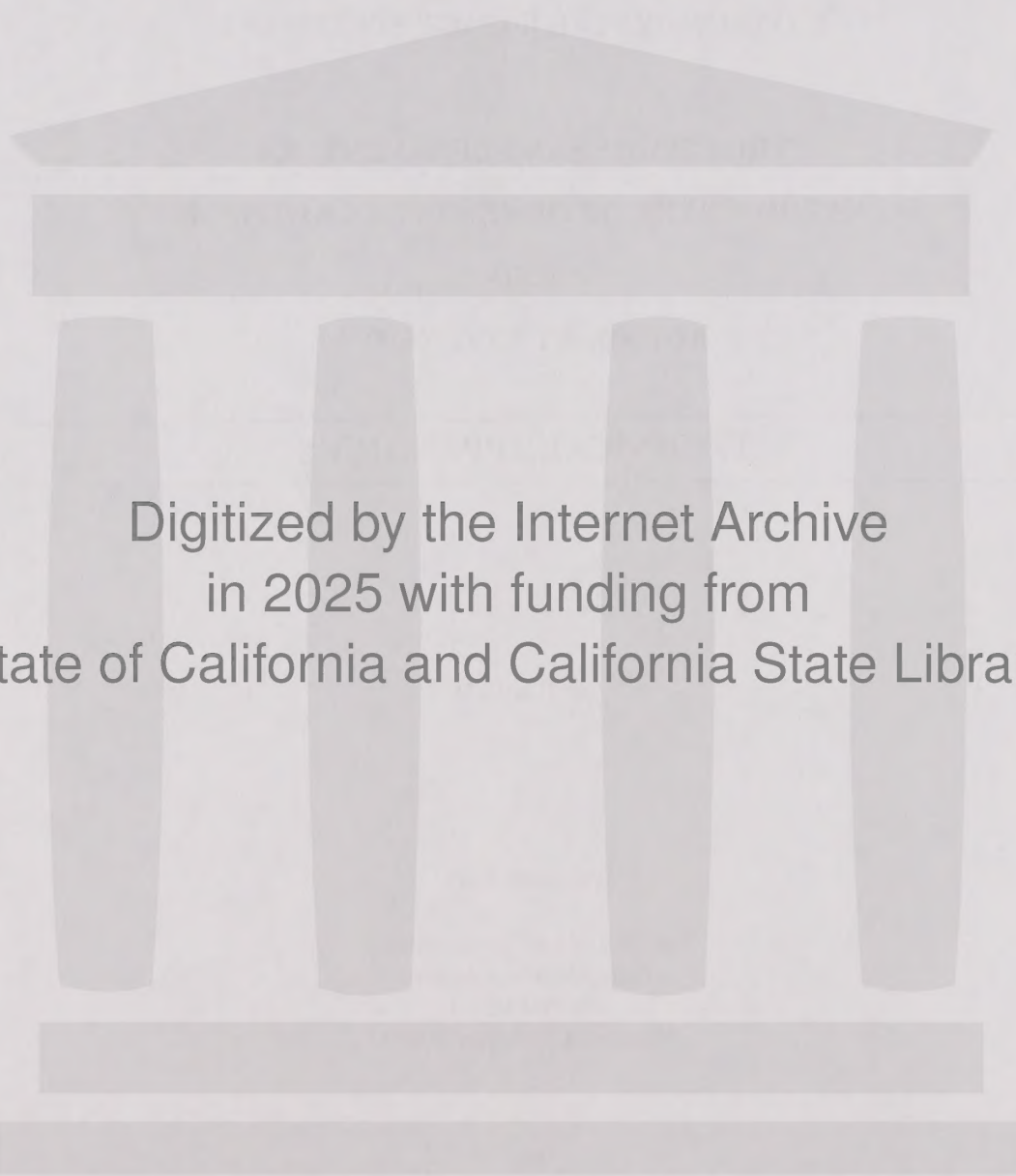
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APPENDICES

APPENDIX A
Project Application
Initial Study
NOP Responses



PROJECT APPLICATION FORM

CITY OF SAN BUENAVENTURA • DEPARTMENT OF COMMUNITY DEVELOPMENT

Project Control No. 1

I. REQUIRED APPROVALS

1. PROJECT APPROVALS

Check as applicable

Case No.	Case No.
<input checked="" type="checkbox"/> Environmental Assessment	<input type="checkbox"/> Tentative Tract Map
<input checked="" type="checkbox"/> City of San Buenaventura Plan Amendment	<input type="checkbox"/> Tentative Parcel Map
<input type="checkbox"/> Annexation	<input type="checkbox"/> Minor Lot Line Adjustment
<input type="checkbox"/> Change of Zone to _____	<input type="checkbox"/> Modification
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Administrative Modification
<input type="checkbox"/> Planned Development Permit	<input type="checkbox"/> Architectural Review Board
<input type="checkbox"/> Variance	<input checked="" type="checkbox"/> Redev. Agency Approval
<input type="checkbox"/> Coastal Development Permit	<input type="checkbox"/> AQMP Set Aside
<input type="checkbox"/> Downtown Parking Approval	<input type="checkbox"/> Other _____

Use additional sheets as may be necessary to answer any questions.

II. DESCRIPTION OF PROJECT AREA

- A. Assessor's Parcel Number(s) Downtown parcels shown on attached map
- B. Legal Description (Lot, Block, Tract, etc.) Contained in Plan
- C. General Location (Street address or streets abutting property boundaries) Downtown between Harbor; Ojai Freeway; Fix Way; Palm Street
- D. Existing Zoning OTR
- E. Lot Size (square feet or acres) Gross N.A.
Net _____
(Net area excludes areas dedicated for public streets, parks, etc.)
- F. Land Use: Existing See attached report Proposed See attached report
- G. Adjacent Land Uses: North Residential, Industrial South Fairgrounds
East Commercial, Residential West R.V. Park, vacant
- H. Restrictions: Are there any restrictions (e.g., deed restrictions, easements) affecting the use of the property involved? Give expiration date of these restrictions, if any.
None known to inhibit Plan standards beyond legal ability to correct
- I. Existing Terrain and Natural Features 35% flat; some slopes north of Main Street
- J. HAZARDOUS MATERIALS SITES: Is the project on a site identified in the Hazardous Waste Substances Sites - List prepared by the State Office of Planning and Research? Give site identified, if any. (List available at the Planning Counter.) Strong Steel (Redevelopment Blk. L, Junipero at Santa Clara) is on the State list; Texaco site south of Harbor Blvd may contain toxics; other sites may be disclosed as a result of ongoing studies in Blocks E, L, H, N, J and J.

III. PROJECT DESCRIPTION

- A. Provide a brief description of proposed project: Amend 1979 Downtown Redevelopment Plan to allow more intense land uses; some change in land use away from industrial and toward commercial and residential; add lots to boundaries; add lots on no side of Fix Way
- B. Complete the chart below for the proposed project (do not complete for single family modification). Exact amounts unknown since future private projects will determine

Land Use Category	Number of Net Acres		Percentage of Site		Number of Net Square Feet	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Area covered by buildings	Est. 47	Est. 57	Est. .30	Est. .37		
Area paved or used for parking, including walkways (excluding public streets)	Est. 41	Est. 46	Est. .27	Est. .30		
Area landscaped (does not include walkways)	Est. 25	Est. 51	Est. .15	Est. .33		
Area(s) used for other purposes (Provide description)	Est. 41	Est. 0	Est. .27	Est. 0		
	vacant					
TOTALS	154	154	100	100	See acres shown at left	

- C. Complete applicable section below (do not complete for single-family modification). (Estimates below are above the 500 dwellings permitted by Plan Now.)

1. Residential Projects:

(Check as applicable)

Type of Unit	Number of units	Square feet per unit
<input type="checkbox"/> Studio	125	500
<input type="checkbox"/> 1 bedroom	200	600
<input type="checkbox"/> Duplex	100	700
<input checked="" type="checkbox"/> Condominium/Townhouse	75	900
<input checked="" type="checkbox"/> Apartment	50	1200
<input type="checkbox"/> Mobile Home		
Total Units	550 more than already planned; total 1050	

2. Non-Residential Projects

(Check as applicable)

Building Type	Number of buildings	Maximum height	Total Floor Area
<input checked="" type="checkbox"/> Office	1 Story	Unknown	Unknown
<input checked="" type="checkbox"/> Commercial	2 Story	30 ft.	
<input checked="" type="checkbox"/> Industrial	3 Story	45 ft.	
<input checked="" type="checkbox"/> Institutional	4 or more	75 ft.	
<input type="checkbox"/> Other			

Number of Employees Anticipated 2500 Total Floor Area of Project over 900,000 sq ft

- D. Amount of Grading Proposed (in cubic yards) unknown; up to 8000, or more
- E. Identify any potentially dangerous, explosive, flammable, or hazardous chemicals and/or processes to be used or stored.
Minimal storage outside of Strong Steel and industrial sites near Garden St. and Thomson Blvd. (Cleanhole, Barold, Etc.) and Texaco Site so of Harbor Blvd. and east of Figueroa St.

IV. AUTHORIZATION

Redevelopment Agency will own 10% of sites, control land use on remainder

A. Applicant: (Check one) ☐ Owner ☐ Lessee ☐ Has Power of Attorney ☐ In Escrow

Name (Print) _____ Address _____
 Telephone _____ City _____ State _____ Zip _____

I hereby certify that the information herein and any exhibits and supplemental forms herewith submitted are true and correct to the best of my knowledge.

Signature of Applicant _____ Date _____

B. Property Owner: (If same as applicant, write "same" and sign. If more than one, please attach a consent letter from each property owner.) Application will not be accepted without a property owner's signature.

Name in which property is held (per title records) _____ If an entity, state _____
 Address _____
 City _____ State _____ Zip _____ Telephone _____

I hereby certify that the information herein and any exhibits and supplemental forms herewith submitted are true and correct to the best of my knowledge. In addition, I hereby authorize City staff to enter on and inspect the project site during normal working hours.

Signature of Owner (required to access applications) _____ Date _____

C. Contact Person (If other than applicant)

David Valeska, Project Manager _____ City Hall, Room 218 _____
 Name (Print) _____ Address _____
 Telephone _____ City _____ State _____ Zip _____

D. If there are others who you want to receive an agenda and staff report notifying them of hearings on this application, list below:

Name	Address	City, State, Zip
Miriam Mack, Redev. Admin.	City Hall	
_____	_____	_____
_____	_____	_____
_____	_____	_____

E. If property is in escrow, who is escrow holder and when is escrow scheduled to close?

(INITIAL STUDY FOR
ENVIRONMENTAL ASSESSMENT)

CASE NO.: CIR-1487

APPLICANT'S NAME: CITY OF VENTURA

PROJECT LOCATION: DOWNTOWN VENTURA, FOX WAY, PALM STREET
BETWEEN HARBOR, HIGHWAY 1

PROJECT DESCRIPTION: AMEND 1978 DOWNTOWN REDEVELOPMENT PLAN

I. ENVIRONMENTAL FACTORS	YES	MAYBE	NO
A. Air Quality. Will the proposal result in:			
1. Substantial air pollution emissions?	<u>Y</u>		
2. Creation of objectionable odors?		<u>Y</u>	
3. Exposure of residents or employees to		<u>Y</u>	
Address in CIR - found significant in original CIR.			
B. Biologic Resources. Will the proposal:			
4. Substantially affect any rare or			<u>Y</u>
endangered species?			
5. Intrude into the habitat of any			<u>Y</u>
rare or endangered species?			
6. Disturb an existing viable wildlife			<u>Y</u>
habitat?			
Found not significant in original CIR.			
C. Energy Resources. Will the proposal result in:			
7. Use of substantial amounts of fuel			<u>Y</u>
or energy?			
8. Substantial increases in demand upon			<u>Y</u>
existing sources of energy, or the need			
for development of new sources of energy?			
D. Geology and Seals. Will the proposal result in:			
Address in CIR - Geology identified as significant			
seals as insignificant in existing CIR.			
9. Exposure of people or property:			
a. Fault Displacement? Portion in	<u>Y</u>		
Alquist Tracts.			
b. Groundsettling? Long period and	<u>Y</u>		
short cycles strong shaking.			
c. Flooding?			<u>Y</u>
d. Landslides or Mudslides? High	<u>Y</u>		
hazard zone.			
e. Liquefaction? High/moderate	<u>Y</u>		
potential.			

	YES	MAYBE	NO
f. Subsidence? moderate potential		<u>Y</u>	
g. Trenching and excavations? unusual hazards	<u>Y</u>		
10. Substantial grading?		<u>Y</u>	
11. Substantial alteration of natural		<u>Y</u>	
features or topography?			
12. Conversion of prime agricultural			<u>Y</u>
land to urban uses?			
E. Historical and Archaeological Resources. Will the proposal result in:			
13. The alteration of a significant	<u>Y</u>		
archaeological or historical site,			
structure, object or building?			
14. Disturbance of a known or suspected	<u>Y</u>		
archaeological site?			
Address in CIR - found significant in original CIR.			
F. Noise. Will the proposal result in:			
15. Substantial increases in noise levels?		<u>Y</u>	
16. Exposure of people to high noise levels?	<u>Y</u>		
17. Exposure of noise sensitive uses to	<u>Y</u>		
high noise levels?			
Address in CIR - majority of Downtown in			
63 and 67 CNEL Class zone.			
G. Scenic Resources. Is the project:			
18. Within a Scenic Area or adjacent	<u>Y</u>		
to a Scenic Area?			
19. Within an area designated "Highly			<u>Y</u>
Visible" in the Millside Study Area?			
Address in CIR - Main Street, Highway 17,			
Highway 92, California Off-Ramp.			
II. PUBLIC SERVICES			
H. Circulation. Will the proposal:			
20. Generate substantial additional	<u>Y</u>		
vehicular movement?			
21. Aggravate an identified traffic	<u>Y</u>		
problem or create a new one?			
Address in CIR.			
I. Drainage. Will the proposal:			
22. Substantially increase storm water			<u>Y</u>
runoff?			
23. Aggravate an identified drainage			<u>Y</u>
problem or create a new one?			
J. Fire Protection. Will the proposal:			
24. Substantially increase expenditures for	<u>Y</u>		
fire protection? "hazardous materials/			
vents - sites, storage, disposal, etc.			
addressed in CIR.			

YES MAYBE NO

K. Parks and Recreation. Will the proposals:

25. Add a substantial number of acres to an area where existing parks and recreation facilities are inadequate?

Address in EIR.

L. Schools. Will the proposals:

26. Substantially increase the number of school children in the Planning Area?
27. Approve an existing overcrowding problem?

Intensification of residential - address in EIR.

M. Sewers. Will the proposals:

28. Substantially increase sewage generation?
29. Approve an identified sewer system problem or create a new one?

Intensification of uses - address in EIR.

N. Water Resources. Will the proposals:

30. Use substantial quantities of water?
31. Significantly reduce surface recharge?
32. Substantially degrade water quality?

Intensification of uses - address in EIR.

III. CONFORMANCE WITH THE COMPREHENSIVE PLAN

O. Does the project conflict with:

33. The Planning Plan? Phase I Centers

34. The Future Land Use Map/
Land Use Designations PMD, C

35. The Hillside Management Program?

- a. The Planning Map? N/A

- b. The Land Use Map and Policies? N/A

- c. The Intent and Rationale
Statements? N/A

- d. Circulation Policies? N/A

- e. Capital Improvement Planning
Financing Policies? N/A

- f. Open Space and Conservation
Policies? N/A

- g. Project Review Standards Policies? N/A

IV. GROWTH INDUCING IMPACT

- P. Will the project induce substantial growth or concentration of population?

Address in EIR.

V. CONFLICT WITH ADJACENT USES

YES MAYBE NO

- Q. Will the project conflict with adjacent land uses?

VI. PLANNING STAFF RECOMMENDATION AND COMMENTS

Recommend a subsequent EIR to EIR-478 - addressing air quality, geology and soils, historic/archeology, noise, scenic resources, circulation, hazardous materials/waste, parks and recreation, schools, sewers, water, growth inducement.

This Initial Study prepared by:

Name: LORETTA MCCARTY

Date: July 18, 1988

VII. DETERMINATION

On the basis of this Initial Study, the Environmental Impact Report Committee finds that:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a PROPOSED DECLARATION will be prepared and forwarded to the City Council for approval of a FINAL NEGATIVE DECLARATION.

- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached have been added to the project. A PROPOSED NEGATIVE DECLARATION will be prepared and forwarded to the City Council for a FINAL NEGATIVE DECLARATION.

- ☐ The proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required. Subsequent EIR to EIR-478.

- ☐ The proposed project is a Subsequent Use to a previously prepared EIR, and any environmental impacts have been addressed in EIR-_____.

Loretta McCarty
E.I.R. Committee Chairman

7/18/88
Date

DATE OF CITY COUNCIL APPROVAL OF FINAL NEGATIVE DECLARATION: _____

LIST OF REFERENCES

These references are intended to disclose the data and/or evidence staff has relied upon in conducting the checklist initial study and in reaching the conclusions represented on the checklist. These references are supplementary to the data and/or evidence provided by the applicant in the project submittal documents which staff has relied upon as well. If any person or entity reviewing this initial study has any question regarding the source of supporting data and/or evidence, they may contact staff during the public review period and request clarification or additional detail in order to assist in their review and comments.

1. Environmental Impact Report - Land Use/Circulation Plan of the Comprehensive Plan of the City of San Buenaventura, October 1974.
2. Trip Generation (Third Edition) - Institute of Transportation Engineers, 1983.
3. "A Guide to Traffic Generation Rates" - San Diego Association of Governments, December 1983.
4. Guidelines for the Preparation of Air Quality Impact Analysis, Ventura County Air Pollution Control District, July 1983.
5. Comprehensive Plan, City of San Buenaventura.
6. "Traffic Impact Analysis Trip Generation Rates" - City of San Buenaventura, August 1987.
7. "Historic Resource Inventory - Potential Local Landmarks/Landmark Districts" - City of San Buenaventura.
8. "Historic Resource Inventory - Potential National Landmarks/Landmark Districts" - City of San Buenaventura.
9. "Historic Resource Inventory - Numbered List of Historic Landmarks" - City of San Buenaventura.
10. "Hillside Management Program" - City of San Buenaventura adopted Policies, June 1986.
11. "Engineering Design Standards." City of San Buenaventura, Public Works Department, Engineering Division, March 1988.
12. "EIR-476 Downtown Redevelopment Project" Conceptual, July 15, 1977.
13. EIR-478 Addendum - For a Proposed Amendment to the Downtown Redevelopment Plan and Mission Plaza Shopping Center," Envision Corporation, October 22, 1980.

LM/BJR-190

PLN:223

Rev. 8/12/88



U.S. Department of Housing and Urban Development
Los Angeles Office, Region IX
1615 West Olympic Boulevard
Los Angeles, California 90015-3801

Ms. Loretta McCarty, Assistant Planner
City of San Buenaventura
Community Development Department
P.O. Box 99
Ventura, CA 93002

RECEIVED
FEB 21 1989

Dept. of Community Development
Planning
San Buenaventura

Dear Ms. McCarty:

SUBJECT: Proposed EIR/EIS - Downtown
Redevelopment Plan Amendment (1487)

We are responding to your request for our comments on the subject proposal. Because of the potential of using Community Development Block Grant (CDBG) funds to assist in the implementation of your amended redevelopment plan, we have a special interest in the proposed environmental study.

Specifically, HUD has regulations for the following review factors which you identify as potentially significant:

- °Historical/Archaeological - 36CFR Part 800
- °Noise - 24CFR Part 51(b)
- °Toxic Chemicals - Notice 79-33
- °Hazards Explosive/Flammable - 24CFR Part 51(c)

Copies of these regulations should already be in the files of the CDBG Coordinator in your community (Ms. Deborah Millais). If not, call me at (213) 251-7150 and we will make copies available.

Thank you for providing us with the opportunity to comment on your proposal. Please call me direct at the number above if you have any questions relating to the regulations listed above, or the more general regulations (24CFR Part 58), covering environmental reviews for the CDBG program.

Sincerely,

Ceferino Ahuero, 2-17-89
Environmental Clearance Officer, 9.4SE



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS

March 16, 1989

REPLY TO
ATTENTION OF

Office of the Chief
Environmental Resources Branch

RECEIVED
MAR 17 1989

Dept. of Community Development
Planning
San Buenaventura

Ms. Loretta K. McCarty
The City of San Buenaventura
Community Development Department
P.O. Box 99
Ventura, California 93002

Dear Ms. McCarty:

We have reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Amendment to the Downtown Redevelopment Plan, dated January 18, 1989. The notice requests information about our responsibilities involving the proposed project.

Our responsibilities include investigation, design, operation and maintenance of water resource projects, including preparation of environmental guidelines in the fields of flood control, navigation and shore protection.

We are responsible also for administration of laws and regulations against pollution of the waters of the United States. We believe the forthcoming document should address the above-listed responsibilities.

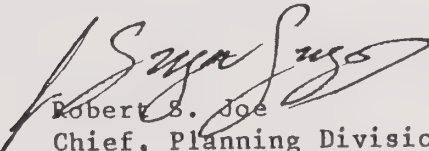
Work in waters of the United States might require a permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. We cannot determine from the submitted information the extent of the Corps' jurisdiction over this project. Please give our Regulatory Branch documentation that clearly describes the area and extent of any proposed work in watercourses and adjacent wetlands to help us make that determination.

If the proposed project involves any Federal assistance through funding or permits, compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16.U.S.C. 470f) and implementing regulations, 36 CFR 800, will be required.

Please feel free to contact this office for any data that can help you prepare the projected document. The contact person for this project is Jim Myrtetus, telephone (213) 894-5423.

We will appreciate an opportunity to review and comment on the proposed DEIR when it is issued.

Sincerely,



Robert S. Joe
Chief, Planning Division

CITY OF SAN BUENAVENTURA

CITY COUNCIL

James Monahan, Mayor
William Crew, Deputy Mayor
Nan Drake
Richard Francis
John McWherter
John Sullard
Donald Villeneuve

October 10, 1988

Planning Corporation of
Santa Barbara
122 East Arrellaga Street
Santa Barbara, CA 93101

RE: COMMENTS RECEIVED DURING NOTICE OF PREPARATION PERIOD FOR CITY OF VENTURA
REDEVELOPMENT PLAN AMENDMENT EIR #1487

Dear Consultant:

Enclosed is a copy of each comment letter the City received during the Notice of Preparation (NOP) review period for the City of Ventura Redevelopment Plan Amendment EIR. You may wish to refer to these comments while completing your proposal to prepare an EIR for the City Redevelopment Agency.

Please be aware that the deadline to submit your proposal is 4:30 p.m. Monday, October 17, 1988. If I can be of further assistance please call me at (805) 654-7821.

Sincerely,

Loretta McCarty /pm

Loretta McCarty
Assistant Planner

Enclosures

cc: Dave Valeska, Associate Planner

consul.txt

RECEIVED SEP 6 Mon

September 2, 1988
140 Poli Street
Ventura, CA 93001

David Valeska
Project Manager
Downtown Redevelopment Plan
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93002-0099

Dear Mr. Valeska:

Thank you for calling my office earlier this week and I very much appreciate your letter dated August 30.

Yes, I am very much interested in the Downtown Redevelopment Plan and I want to be sure that I receive sufficient lead-time about any notice when the Plan is reviewed and discussed by the City Council.

It is appropriate to attend to the needs of the downtown area and most of the residents who watched what has taken place to-date are pleased with the results. The shopping center on the Avenue and the other buildings follow the character of the community and provide architectural continuity. The new hotel on the "old fire station" location is an excellent example of how structures fit into the surroundings and add to the natural beauty of the area.

Perhaps new shopping areas on Thompson and Santa Clara to replace the metal structures would improve those sites; however, whatever is constructed should remain within the 35 foot limits set by the City Council when it made its earlier plans for the downtown redevelopment.

Further, as plans are considered relative to construction, new building structures to house shops and stores in that section, you should take into account the situation that exists now on Garden Street and Main and in the Mission Shopping Center. A number of the business sites are vacant and some have never been occupied since the construction.

The traffic is quite heavy in that area of town and the addition of more autos will cause increased congestion. The noise level, from both the freeway and other activities, is quite high now. Environmental concerns should be addressed and I urge that the planners consider a ratio of people to land availability as well as studying the impact of increased noise upon the community. In light of the recent passage of Proposition 65, it is apparent that citizens wish to preserve a decent quality of life.

Ventura's attraction is a natural beauty that comes about from a pattern of architecture and color that follows the natural slope of the land from the hills to the bay. The Holiday Inn is an

eyesore and visitors often comment about the highrise and ask how could that happen. Santa Barbara would never permit that type of structure - notice the new hotel. It is a beautiful structure that follows the natural slope of the land and does not detract from the scene.

Towers that are raised above the 35 foot limit, that have been suggested, are not for those who require low-cost housing; but rather, additions for high income people who wish to purchase clear and unobstructed view of the bay. I am very much opposed to this proposal. First of all, towers would be spikes on the scene and detract from the beauty of the hills to the bay. Secondly, it is very unfair to add towers for those who want to see the views at the expense of Ventura residents who purchased homes on the hills for those same views. Why give them some special preference?

If developers wish to attract the affluent to purchase expensive condominiums with a view, they should be encouraged to build in areas where there is a natural view - on the hills. It is ludicrous to entice builders to do this under the pretense that they are helping to provide affordable housing or subsidized housing for the poor. Both the U.S. Congress and the State of California have provided investors, developers and builders with strong tax incentives to invest in low-cost housing.

Thank you for the opportunity to state my position in connection with the Downtown Redevelopment Plan that is under discussion. I will take a personal interest in the plans as they are developed and feel confident that those who we elect to serve as our representatives will make a choice that recognizes the value of a lovely community and refuse to mar it with highrise towers.

Please keep me informed about meeting dates and other actions about the various proposals.

Sincerely,


Harry Hugal

cc: Nan Drake

J. S. R.
ENTERPRISES

8827 EXPOSITION BLVD.
CULVER CITY, CALIF. 90230
PHONE (213) 202-1941

RECEIVED
SEP 1 1988
Dept. of Community Development
Planning
San Buenaventura

August 29, 1988

Community Development Department
City of San Buenaventura
P.O. Box 99
Ventura, CA 93002

RE: Downtown Redevelopment Plan Amendement
Between Harbor, Ojai Freeway, Fix Way

ATTN: Loretta K. McCarty
E.I.R. Coordinator

Dear Loretta McCarty:


Am in receipt of your notice of preparation of a draft
E.I.R.

After reading your initial study for Environmental Assessment,
a number of problems are raised as to air quality, potential fault
displacement and the like, noise, traffic, fire protection.

Your attention, however, should also be directed to the
conflict with your general plan of November 1987 in that there will
be alterations to historical and archeological resources plus
obstructing scenic route. In these two areas, your comprehensive
plan is in conflict, therefore I disagree with your answer to III,
Conformance with the comprehensive plan.

Because of all of the above, I suggest that this proposed
project would have a negative adverse impact on the environment.

Yours truly,


Sherman A. Kulick

Owner: 16 No. Oak Street
Ventura, CA 93001

Owner: Mills Jewelers
401 E. Main Street
Ventura, CA 93001

CC: City Council
Tom Woods
Monseignor O'Brien

SAK/dm

Ventura, Ca. 93001
August 26, 1988

Community Development
City of San Buenaventura
P.O.Box 99
Ventura, Ca. 93001

OFFICE OF THE
CITY MANAGER
CITY OF SAN BUENAVENTURA
COMMUNITY DEVELOPMENT
PLANNING
SAN BUENAVENTURA

Re: E I R 1487 (subsequent E78)

Attn: Loretta K. McCarty, E.I.R. Co-ordinator

I have given the above subject serious thought. I have no other way but speaking straight and to the point so please bear my way of expression.

Health must come first for the people for if you don't have health you don't have anything worthwhile. Our industry is tourism so lets make the most of it. We need the increase for tourism. It would be nice to have an old style church large enough for the performing arts and rent it to them. Then theres the one-room school house complete with bell that could be rented out for meetings. I'm sure other people have ideas along this line bringing back into memory. We want to be the most pleasant city on the 'Gold Coast! Also this area we speak of is the core or heart of the original town San Buenaventura-the true translation being the good venture. Lets keep it that way.

Its good to see the trolley even if its on wheels. Hopefully it will alleviate some of the traffic. We'll gradually get more traffic if we like it or not so lets not promote it. Later when our historic sites have grown perhaps the hotels will co-operate and use dining-room placemats of various historic sights using them in their dining rooms. And trolley cars/buses with guides to take them to see these sights, for example, an exact replica of the adobe mission where it once was with an indian Chumash village at the same location then to other sights, the museums, etc. and then to the Lift (made on the order used at the mountains at ski resorts). Theres no other 'lifts' near here and people will come for miles around. It would have a fare to see the city from above (which will eventually pay for it) and also take them to Grant Park where it will have a Fairy Tale Land. I have previously left a layout, etc. with the Recreation and Parks Department.

Lets be innovating in our new buildings. Where was the Historical Committee when the city built the first low-income homes on South Ventura Avenue? Are we going to have some kind of facade or something to keep their appearance in step with the rest of San Buenaventura, the good venture?

To me, industry in the area proposed is worse and more obnoxious then the stench once was from Taylor Ranch but that could and was changed. Industry once rooted will become worse for we change officials and the thought contains a threat. Ventura County already has impure air. Lets not add to it. We're surrounded by mountains on two sides, ocean on one side. Lets not make more unclean air for the future that in time we will bring our own smog down upon us. To the east on the east side of Telephone Road it is zoned for industry. Let it be that the rest of industry go there. Again, I emphasize no industry downtown. We'll defeat our original purpose.. Don't let haste make waste.

When I came to Ventura the population was a little over 16,000. WOW! What a change.

Respectfully,

Eulalee McMullen

Eulalee McMullen, Trustee
Eulalee McMullen Revocable Trust

LAW OFFICE OF

DONALD J. PARRISH

A PROFESSIONAL CORPORATION

DONALD J. PARRISH

107 SOUTH FIGUEROA STREET
VENTURA, CALIFORNIA 93002

August 18, 1988

TELEPHONE
(805) 652-0335
FROM OXNARD
OR CAMARILLO
(805) 656-9804

RECEIVED
AUG 22 1988
Dept. of Community Development
Planning
San Buenaventura

Ms. Loretta K. McCarty
Community Development Department
City of San Buenaventura
P.O. Box 99
Ventura, California 93002

RE: Notice of Preparation of A Draft E.I.R. No. 478
Downtown Redevelopment Plan Amendment

Dear Ms. McCarty:

I received a Notice of Preparation of E.I.R. No. 478.
Enclosed herewith is a copy of the Notice for your reference.

I am the owner of the property located on the southwest corner of Santa Clara and Figueroa. The property is known as the "Peirano House" property.

I notice in reviewing the map that was sent to me there is a proposal to rezone my property from commercial to "mixed use" which would allow a commercial or residential use to take place.

My purpose in writing is to object, for the record, to my property being rezoned. I currently occupy the Peirano House. It is utilized as a law office. I am in the process of rebuilding two Victorian homes immediately adjacent to the Peirano House. These projects have already been approved by the Planning Department and the City of Ventura.

I see no reason to rezone my property since I have approvals which would exclude the utilization of my property as residential. I, therefore, would request that any rezoning that takes place not include my parcel of land.

I have circled the property that I own with a red pen.

If you have any questions, please give me a call. I would appreciate it, in addition, if I would be notified of any formal hearing relating to or dealing with the rezoning of my property.

Yours very truly,

Donald J. Parrish

DONALD J. PARRISH

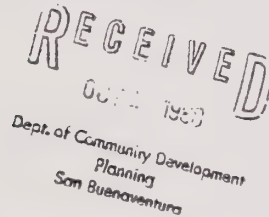
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Encl.



CANDELARIA AMERICAN INDIAN COUNCIL

2635 Wagon Wheel Road Oxnard, CA 93030
(805) 983-0488

29 September 1988



Loretta McCarty
E.I.R. Coordinator
Community Development Dept.
City of San Buenaventura
P.O. Box 99
Ventura, CA 93002

Re: Downtown Redevelopment Plan Amendment; Cultural Resources

Dear Ms. McCarty,

Thank you for sending us the Notice of Preparation for the EIR on your downtown redevelopment plan amendment. I believe this is the second such notice on this plan that we have received, but as this has something of a more recent date we will respond again. Our comments here will be somewhat broader than in our last letter.

Our concern is for the EIR to consider impacts to cultural resources from the widest variety of perspectives possible. Beyond the necessary archaeological work, we specifically request that you solicit input from the Indian community regarding impacts to cultural resources and proposals for appropriate mitigation measures.

We would like to emphasize that there is often a distinction to be made between impacts as perceived by the archaeological community and as perceived by the Indian community. There are sites that may have lost much of their archaeological value, owing to prior disturbances, which nonetheless remain significant to the Indian community. Whether disturbed or not, these sites have an intrinsic value that transcends archaeological definitions of significance. Given this distinction, it is exceedingly important that the EIR address the concerns of the Indian community in some detail. The area under question in this project must be considered from the beginning as extremely sensitive to the local Indian community.

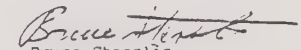


CANDELARIA AMERICAN INDIAN COUNCIL

2635 Wagon Wheel Road Oxnard, CA 93030
(805) 983-0488

Thank you again for the early opportunity to comment on this EIR. If you have any questions, please do not hesitate to call or write: I will act as your contact person for Candelaria. Please keep us abreast of all developments regarding this project. I hope to hear from you again soon.

Sincerely,


Bruce Stenslie
Senior Planner

CANDELARIA AMERICAN INDIAN COUNCIL

2635 Wagon Wheel Road Oxnard, CA 93030
(805) 983-0488

23 August 1988

Loretta McCarty
E.I.R. Coordinator
Community Development Dept.
City of San Buenaventura
P.O. Box 99
Ventura, CA 93002

RECEIVED
AUG 24 1988
Dept. of Community Development
Planning
San Buenaventura

Re: N.O.P., Downtown Redevelopment Plan Amendment E.I.R.

Dear Ms. McCarty,

Thank you for giving us the opportunity to respond to your notice of preparation for the proposed EIR on the City's Downtown Redevelopment Plan Amendment.

As you noted from your review of EIR no. 478, the area of the redevelopment district is extremely sensitive in terms of Chumash cultural resources. The historic Chumash village of Shisholop was located in this general area and the areas surrounding the Mission had an exceptionally dense Chumash population throughout the late 18th and early 19th centuries.

Though this area has already seen a long history of development, thus damage, we trust that cultural resources will be given a full, careful and detailed assessment. Given the long and complex history of habitation in this area, the sites will undoubtedly prove archaeologically instructive. Beyond this, however, and to us more importantly, the area remains today as a critical tie to the Chumash past, despite the damage it has suffered. While the area may have lost much of its "archaeological integrity," its value as a Chumash cultural resource has not been similarly diminished.

As part of the assessment process for cultural resources, we request that you include provisions for a Chumash monitor. We feel that it is very important that the Native American community be granted the opportunity to participate in the assessment of the area's significance and to help create and carry out any necessary mitigation plans as later development proceeds.

CANDELARIA AMERICAN INDIAN COUNCIL

2635 Wagon Wheel Road Oxnard, CA 93030
(805) 983-0488

If you have any questions regarding our input please feel free to call or write. I look forward to hearing from you soon.

Sincerely,

Bruce Stenslie
Bruce Stenslie
Senior Planner

Barbara Evans
132 Poli Street
Ventura, CA 93001
643-5734

July 21, 1988

I have owned for several years a small condo at 132 Poli Street. I previously used this condo as a studio for myself and as guest quarters. A year ago my husband and I sold our large home in East Ventura where we had lived for 20 years and moved "temporarily" into this condo. After living here for several months we realized we were in the most perfect spot in Ventura, stopped looking for replacement property elsewhere and purchased a second, larger condo here as our permanent home.

I prefer this to any other area of Ventura because of its:

1. View. To look out my windows at the green park area and red tile roofs below us, the dark green trees beyond that with a glimpse of freeway and beyond it all the blue ocean makes my heart glad and I am grateful to be living in such a beautiful place. The only serious blights on this otherwise beautiful view are the Holiday Inn and the apartment building at Santa Clara and Palm.

The proposed 6 story buildings would completely obliterate my view of the trees and ocean as the roofs would extend well above the horizon line.

2. Historical Significance. Living in an area so rich in history gives me a feeling of belonging and a different view of the town than I had previously. People downtown seem to have a feeling of community and belonging that I never experienced in the suburban east end.

This area is the historical core of the town and as such should be preserved and enhanced for the enjoyment and enlightenment of future generations. I feel very strongly that it is the responsibility of the city to protect, restore and enhance this unique and potentially beautiful historic area.

3. Food. The numerous restaurants, coffee shops, cafes and take out places are enjoyed by myself and others who eat out frequently. The food is good and the variety wide.


4. Shopping. I do most of my shopping down town on foot. (It is easier than trying to find a parking place.) There are very few goods or services that I need which are not available down town.

5. Freeway Accessibility. I appreciate being only a few blocks from the freeway without having to live in an urban atmosphere.

6. Charm. I have not yet shown a visitor around downtown who hasn't succumbed to its charms.

Our visitors who have stayed in the small guest oriented hotels are delighted with the service. Out of state urban dwellers are astounded by the variety and prices at the Saturday Market. You can, in 3 blocks, shop for quality vintage clothing, designer dresses, the latest look or thrift shop bargains. Where else could you find a bookstore where you put your money into the mail slot under the watchful eyes of the resident cat? There are sufficient cookie, candy and muffin shops to keep up anyone's energy while they investigate yet another group of antique stores. In the evening there are several restaurants some with entertainment where you can enjoy a leisurely meal.

Visitors come to Ventura because it has a small town atmosphere, a variety of activities and shopping and because it is not urban. The historic old town section of Ventura is not the appropriate place for any high rise urban development. The proposed urbanization of the historic section of Ventura will destroy the very qualities which now make it a satisfying place to live.





Municipal Water District

serving and conserving

DIRECTORS

MARION R. WALKER
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Division V
Vice President

ORVILLE LEE HORN
General Manager

JAMES D. LOEBL
Attorney

MERLE C. REESE
Auditor

August 25, 1988

Loretta McCarty
EIR Coordinator
Community Development Dept.
City of San Buenaventura
P.O. Box 99
Ventura, CA 93002

*water
design guidelines*

NOTICE OF PREPARATION OF DRAFT EIR - DOWNTOWN REDEVELOPMENT PLAN AMENDMENT

As a major supplier of water to the City of San Buenaventura, Casitas is particularly interested in any water resources impacts related to the Downtown Redevelopment Project. Under Item II (public services), N. (water resources) of the initial study for environmental assessment, it is noted that the project may use substantial quantities of water. Project water demands and related potential impacts on Casitas' water supply and other water supply resources should be fully addressed during the EIR process.

Please keep Casitas advised as to the status of the EIR so that staff can provide input as is appropriate.

If you have any questions regarding this matter, please do not hesitate to contact Steve Wickstrum or me.

Richard H. Barnett
RICHARD H. BARNETT
ENGINEERING DEPARTMENT MANAGER

RHB:dk

RECEIVED
AUG 26 1988
Dept. of Community Development
Planning
San Buenaventura

APPENDIX B

Redevelopment Plan: Proposed Language Changes

...

REDEVELOPMENT PLAN
FOR THE
DOWNTOWN REDEVELOPMENT PROJECT

I. SECTION 100 - INTRODUCTION

This is the Redevelopment Plan for the Downtown Redevelopment Project. The Project is located in the City of San Buenaventura, County of Ventura, State of California. This Redevelopment Plan was prepared by the San Buenaventura Redevelopment Agency pursuant to the Community Redevelopment Law of the State of California, and all applicable local laws and ordinances.

II. SECTION 200 - GENERAL DEFINITIONS

The following definitions will govern the construction of this Redevelopment Plan unless the context otherwise requires:

- A. "Affordable rent" shall have the meaning established by State Law, as that law may be amended from time to time in the future. Currently, "affordable rent" means a rent which is not in excess of market rent and which is not in excess of a percentage of the gross income of the occupant, person or family which the Agency may establish by regulation to be not more than 25% and no less than 15% of the gross income of the occupant, person or family.
- B. "Agency" means the San Buenaventura Redevelopment Agency.
- C. "Area median income" shall have the meaning established by State law as that law may be amended from time to time in the future. Currently, "area median income" means the median household income of a geographic area of the State, as adjusted for family size as determined by the Agency.
- D. "City" means the City of San Buenaventura, California.
- E. "County" means the County of Ventura California.
- F. "Low income" shall have the meaning established by State law, as that law may be amended from time to time in the future. Currently, "low income" means an income which does not exceed the amount which is 80% of the median County income.
- G. "Low or moderate income" shall have the meaning established by State law, as that law may be amended from time to time in the future. Currently, "low and moderate income" means an income which does not exceed the amount which is 120% of the median County income.
- H. "Map" means the Redevelopment Plan Map, attached hereto.

- I. "Occupant" means the persons, families, or businesses holding possession of a building or part of a building (as an apartment or office).
- J. "Person" means an individual, or any public or private entity.
- K. "Plan" means the Redevelopment Plan for the Downtown Redevelopment Project.
- L. "Planning Commission" means the Planning Commission of the City of San Buenaventura, California.
- M. "Project Area" means the area included within the boundaries of the Downtown Redevelopment Project.
- N. "Project Area Committee" or ("PAC") means a representative body approved by the City Council comprised, when applicable, of residential property owners, residential tenants, commercial and industrial property owners, commercial and industrial tenants and members of existing organizations within the Project Area, and formed for the purpose of advising and consulting with the Agency on policy matters generally affecting the occupants of a Project Area as well as those policy matters dealing with the planning and provision of residential facilities or replacement housing for residents being displaced by project activities.
- O. "Property Rehabilitation Standards" means the guide setting forth the basic objectives and provisions specifically related to the rehabilitation of structures.
- P. "Redevelopment Law" means the Community Redevelopment Law of the State of California (California Health and Safety Code Sections 33000 et seq.).
- Q. "State" means the State of California.
- R. "Tenant" means a person or group of persons who rents or is otherwise in lawful possession of a dwelling or business, including a sleeping room, which is owned by another.
- S. "Very low income" shall have the meaning established by State law, as that law may be amended from time to time in the future. Currently, "very low income" means an income which does not exceed the amount which is 50% of the median County income.

IV. SECTION 400 - REDEVELOPMENT PLAN OBJECTIVES

- A. The elimination and prevention of the spread of physical blight and deterioration through redevelopment, rehabilitation, and conservation.
- B. The elimination of certain environmental deficiencies including, among others, incompatible or obsolete land uses, small and irregular lot subdivision, inadequate street design, and overcrowding of dwelling units on small lots.
- C. The removal of impediments to land disposition and development through the assembly of land into adequately sized and configured parcels.
- D. Development of policies regarding the appropriate use of land to stabilize the value of property. Provision of adequate facilities for community utilities and facilities including transportation, water, power, sewerage and other public facilities.
- E. The provision of land for the development of residential, office service and neighborhood commercial, industrial and public uses. It is intended that these uses will strengthen and complement other developments in Downtown San Buenaventura and increase employment opportunities for local residents.
- F. Development of planning, urban design and architectural criteria and standards.
- G. The promotion of San Buenaventura's historical past and preservation of its historically significant structures and landmarks by revitalizing its existing developed areas which are or may become deteriorated, while placing particular emphasis on conservation and rehabilitation.
- H. To change the pattern of land use in the Downtown area, relocating industrial use to more appropriate sites, and to create and encourage a desirable setting for medium to high density residential development as well as tourist oriented Downtown commercial uses.
- I. To expand the supply of low and moderate income housing; to expand employment opportunities for the jobless, under-employed and low income persons; and to provide an environment for the social, economic and psychological growth and well being of all citizens.

V. SECTION 500 - PROPOSED REDEVELOPMENT ACTIONS

The Agency proposes to eliminate and prevent the spread of blight and deterioration in the Project Area by:

Acquisition of real property;

Rehabilitation of structures and improvements by present owners, their successors, and the Agency;

Demolition or removal of buildings and improvements;

Provision of relocation assistance to displaced residential and non-residential occupants;

Installation, construction, or reconstruction of streets, utilities, and other public improvements;

Disposition of property for uses in accordance with this Plan;

Redevelopment of land for uses in accordance with this Plan;

The Agency proposes to assist in the provision of low and moderate income housing with housing set aside tax increment funds in conformance with State law.

A. Section 501 - Rehabilitation Conservation and Moving of Structures

It shall be the purpose of this Plan to allow for the retention of existing structures used for residential, commercial, industrial, semi-public and public purposes as is feasible and consistent with the objectives of this Plan and to add to the economic life of these structures by a program of voluntary participation in their conservation and rehabilitation.

Properties may be rehabilitated if the following conditions are met:

The rehabilitation of the structure is not incompatible with land uses as provided for in the Plan;

The rehabilitation and conservation activities on a structure are carried out in an expeditious manner and in conformance with Property Rehabilitation Standards which shall be established by the Agency.

1. Section 502 - Rehabilitation and Conservation

The Agency is authorized to rehabilitate and conserve or to cause to be rehabilitated and conserved, any building or structure in the Project Area owned by the Agency. The Agency is also authorized and directed to advise, encourage and assist in the rehabilitation and conservation of the

property in the Project Area not owned by the Agency. The Agency is also authorized to acquire, restore rehabilitate, move and conserve buildings of historic or architectural significance.

2. Section 503 - Moving of Structures

As necessary in carrying out this Plan, the Agency is authorized to move or to cause to be moved any standard structure or building or any structure or building which can be rehabilitated to a location within or outside the Project Area.

B. Section 504 - Participation by Owners and Tenants

1. Section 505 - Opportunities for Owners and Tenants

The Agency shall extend preferences to persons who are engaged in business in the Project Area, to re-enter in business within the redeveloped area if they otherwise meet the requirements prescribed in the Plan.

~~The Agency shall also extend preferences to other occupants in the Project Area to re-enter within the redeveloped area if they otherwise meet the requirements prescribed by the Plan. Business, residential, institutional and semi-guilty occupants shall be permitted to purchase and develop real property in the Project Area.~~

Owners of residential, business, and other types of real property in the Project Area shall be given the opportunity to participate in redevelopment by retaining all or a portion of their properties, by acquiring adjacent or other properties in the Project Area, or by selling their properties to the Agency and purchasing other properties in the Project Area.

In those instances where the Agency enters into an agreement for owner participation and the owner participant fails or refuses to rehabilitate or develop his real property pursuant to this Plan and the agreement, the real property or any interest therein may be acquired by the Agency and sold or leased for rehabilitation or development in accordance with this Plan.

2. Section 506 - Rules for Participation Opportunities, Priorities and Preferences

In order to provide opportunities to owners and tenants to participate in the growth and development of the Project Area the Agency shall promulgate rules for owner and tenant participation. If conflicts develop between the desires of participants for particular sites or land uses the Agency

is authorized to establish reasonable priorities and preferences among the owners and tenants. Some of the factors to be considered in establishing these priorities and preferences should include present occupancy, size of area owned, length of time of ownership, participants, length of residency or occupancy in the area, accommodation of as many participants as possible, relationship of similar land uses, conformity of participants, proposals with the intent and objectives of the Redevelopment Plan, service to the community of the participants' proposals, and financial and management ability of the participants to complete the proposed project.

In addition to opportunities for participation by individual persons and firms, participation shall be available for two or more persons, firms or institutions, to join together in partnerships, corporations or other joint entities.

~~Opportunities to participate shall be provided first to owners and tenants in the Project Area without competition with persons and firms from outside the Project Area.~~

Participation opportunities shall necessarily be subject to and limited by such factors as the expansion of public facilities, elimination and changing of land uses; realignment of streets; and the ability of owners to finance acquisition development or rehabilitation in accordance with the Plan.

3. Section 507 - Participation Agreements

Each participant shall enter into a binding agreement with the Agency in which the participant agrees to rehabilitate, develop, or use the property in conformance with the Plan and to be subject to the provisions thereof. In such agreements, participants who retain real property shall be required to join in the recordation of such documents as are necessary to make the provisions of this Plan applicable to their properties.

C. Section 508 - Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies.

The Agency shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performs under the agreement. The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is also authorized to acquire any other interest in real property less than full fee title and is further authorized to acquire full fee title.

Property shall be acquired by the Agency by exchange, purchase, eminent domain, or any other lawful method, at its fair value. Property also may be acquired by the Agency by gift or devise.

It is in the public interest and is necessary in order to eliminate the conditions requiring redevelopment and in order to execute the Plan, for the power of eminent domain to be employed by the Agency to acquire the real property in the Project Area which cannot be acquired by gift, devise, exchange, purchase or any other lawful method. The Agency shall commence eminent domain proceedings on all properties it proposes to acquire within 12 24 years of adoption of this Plan, which shall be March 20, 2002.

The Agency may, but is not required to, acquire interests in oil, gas, or other mineral or hydrocarbon substances within the Project Area.

The Agency is not authorized to acquire real property owned by public bodies which do not consent to such acquisition. The Agency is authorized, however, to acquire public property transferred to private ownership before the development of the site is completed, unless the Agency and the private owner enter into a participation agreement and the owner completes his responsibilities under a participation agreement.

2. Section 511 - Acquisition of Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means except eminent domain.

E. Section 512 - Property Management

During such time as property in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented, leased or used for project purposes by the Agency pending its disposition for redevelopment.

F. Section 513 - Relocation of Persons Displaced

1. Section 514 - Assistance in Finding Other Locations

The Agency shall assist all persons (including families, business concerns, and others) displaced by the Project in finding other locations and facilities. In order to carry out the Project with a minimum of hardship to persons displaced from their homes individuals and families shall be assisted in finding housing that is decent, safe, sanitary, within their financial means, in reasonably convenient locations, and otherwise suitable to their needs. The Agency is also authorized to provide housing inside or outside the Project Area for displaced persons.

The Agency is authorized to rehabilitate, develop, or construct or cause to be rehabilitated, developed or constructed, low and moderate income housing units demolished or removed from the low and moderate income housing market as a result of carrying out the Plan.

2. Section 515 - Relocation Payments

~~The Agency shall make relocation payments to persons (including families, business concerns, and others) displaced by the Project for moving expenses and direct losses of personal property for which reimbursement or compensation is not otherwise made and shall make such additional relocation payments as may be required by law. Such relocation payments shall be made pursuant to Agency rules and regulations and State law.~~

The Agency shall make such relocation payments as may be required by Federal or State law as may be amended from time to time. The Agency may make other payments as may be appropriate and for which funds are available pursuant to an adopted relocation plan.

G. Section 516 - Demolition Clearance - Public Improvements, Building and Site Preparation

1. Section 517 - Demolition and Clearance

The Agency is authorized to demolish and clear buildings structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

For each housing unit demolished or removed from the low and moderate income market, the Agency shall replace that unit with another unit, for rental or sale, at affordable rents or sales price within the project area or within the territorial jurisdiction of the Agency or City. Replacement shall occur as required by State law.

VI. SECTION 600 - USES PERMITTED IN THE PROJECT AREA

A. Section 601 - Map

In addition to illustrating the location of the Project boundary, the Map illustrates the immediately adjacent streets and block areas, proposed public rights-of-way, public open spaces and uses permitted in the Project Area for all land, including institutional, public, semi-public, and private. Use alternates will be permitted only with specific approval from the Agency.

B. Section 602 - Use and Plan Review Procedure

All uses proposing to locate within the Project boundary shall first be approved by the Redevelopment Agency. In conjunction with the granting of any approval to locate within the Project boundary, the Agency shall find that the use proposed is in conformance with this Plan, including the objectives, intent, and, if in a new structure, the development standards and criteria specified. Such findings shall be based upon the Agency's review of a detailed written description of the use proposed and if any new construction is proposed, detailed site, elevation, landscape and sign plans.

Upon receiving the approval of the Agency, all uses shall be established or developed in accordance with all applicable State and local laws, including the zoning requirements of the City as they now exist or are hereafter amended. When provisions of this Plan are more restrictive than existing laws, the requirements of the Plan shall apply. All use proposals which entail new development, change of use, or modifications of existing structures which have a value of over \$10,000, or the enlarging of existing developments shall, regardless of the zone district, be subject to a Planned Development Permit from the Planning Commission in the manner prescribed by the provisions of the zoning chapter of the City Ordinance Code, as it now exists or is hereafter amended. In addition, all use proposals which entail new development or the enlarging of existing developments, shall be subject to review by the Architectural Review Board, as may be required by the City Ordinance Code.

C. Section 603 - Residential Uses

1. Intent - It is an objective of this Plan to encourage and facilitate large scale medium density residential development, including but not limited to, condominiums, townhouses, apartments and similar compatible residential uses. It is intended that all residential areas be well landscaped, with individual structures set back and screened to enhance the urban residential living environment. All new residential structures should be compatible in style and scale with adjacent structures to be preserved and with designated historical structures in the Project Area. The

new residential units may include low and moderate income housing, and may include housing for seniors.

2. Areas Permitted - Residential uses shall be encouraged on Block Areas B and D as shown on the Map discussed in Section 601. ~~In addition, residential uses may be permitted as alternate uses in Block Areas E, F, J, L, and N provided that adequate provision is made for a proper living environment.~~ Residential use in Blocks E, F, J, L, M, N and Q may be a permissible alternative.
3. Maximum Number of Dwelling Units - The number of dwelling units within the Project Area shall be a maximum of 500 1,000.
4. Low and Moderate Income Housing - ~~A maximum of 20% of all new residential dwelling units within the Project Area shall be for families and individuals with low and moderate income.~~ Low to moderate income housing shall be provided in an amount pursuant to State law at a minimum.

Development Standards and Criteria

a. Minimum Residential

Land Area - 20,000 square feet

- b. Maximum Density - 20 45 dwelling units per net acre on areas so designated on the plan map; otherwise 30 units per net acre.
- c. Minimum Area Devoted to Open Space and Landscaping including plazas, fountains and related improvements (exclusive of parking and vehicle access) - 35% of the net residential project area. Of the total area devoted to open space and landscaping, no more than 33% of this area may be hardscape (paved plazas, fountains and similar elements) unless specifically approved by the Agency. The remainder must be landscape vegetation.
- d. Minimum Setback from Any Street - 20 feet, except for residential uses placed in or above buildings in Block D which existed on June 1, 1988, where the setback may be at the existing setback line, as may be approved by the Agency.
- e. Minimum Side Yard Setback - 10 feet.
- f. Minimum Rear Yard Setback - 25 feet.
- g. Maximum Height of Any Structure - 35 45 feet or three stories.

D. Section 604 - Commercial Uses

1. **Intent -** It is the intent of this Plan to allow and encourage a wide variety of retail, commercial and office uses within the Project Area, including but not limited to, tourist oriented commercial, service establishments, neighborhood retail shops, business offices, professional offices, private recreational enterprises, hotel and motel uses, restaurants, and other related and compatible uses. Furthermore, it is the intent of this plan to discourage vehicle sale and repair uses from operating or locating within the project area. In order to more fully meet the objectives of this Plan, to better complement the existing business character of the Downtown area, and to minimize unsightly conditions, it is the express intent of this Plan that commercial uses which require outdoor storage of any kind, including vehicular storage, be ~~strictly~~ limited prohibited. All new commercial uses should be compatible in style and scale with adjacent structures to be preserved and with designated historical structures in the Project Area.
2. **Areas Permitted -** Blocks C, G, P and O shall be reserved for commercial uses. Commercial uses shall be permitted in the portions of Blocks B, H, I, D and T as designated on the map. Commercial uses shall be an acceptable alternative use to residential, industrial or institutional uses in Blocks A, B, F, H, I, R, S and T.
3. **Residential Uses in Commercial Areas -** New residential uses may be permitted as alternate uses in block areas as ~~shown on the map designated Commercial-Residential-Alternate~~ shown on the map designated commercial in Block D, as shown on the Map with the written approval of the Agency. All new residential development shall conform to requirements of Section 603 of this Plan and applicable state statutes ~~and local codes including the zoning requirements of the City for residential development as they now exist or are hereafter amended.~~
4. **Industrial Uses in Commercial Areas -** New industrial uses may be permitted as alternate uses in block areas as shown on the Map, designated Commercial-Industrial Alternate with the written approval of the Agency. All new industrial development shall conform to requirements of applicable codes, including the zoning requirements as they now exist or are hereafter amended.

It is the intent of this Plan that on block areas designated Commercial-Industrial Alternate, development priority shall be given to commercial uses. ~~Upon the written approval of~~ As approved by the Agency, industrial uses may be permitted if the development of commercial uses is determined to be impracticable. Industrial uses located

adjacent to residential use block areas shall be compatible in style and scale and shall not adversely impact such residential use areas.

[illegible]

67-- 5. Development Standards and Criteria

- a. Minimum Street Frontage for Commercial Use Projects - 75 feet.
- b. Minimum Setback from Any Street - 10 feet.
- c. Minimum Side Yard Setback - 0 feet (not required, but a setback may be required as part of the City zoning approvals).
- d. Minimum Rear Yard Setback - 20 feet.
- e. Maximum Height of Any Structure - 35 45 feet or three stories.
- f. ~~Parking Areas - No vehicular parking shall be permitted in any street setback area.~~ All parking areas shall be screened from public view or from adjacent residential uses by either dense landscaping, mounding, or a solid masonry wall.
- g. Loading Areas - All loading and docking areas shall be screened from public view or from adjacent residential uses by either dense landscaping or a solid masonry wall. No loading space shall front on a public street.
- h. Signs - No freestanding ground sign in excess of six feet in height or pole signs and no sign extending above the ~~roof~~ the second story level of a building or structure shall be permitted.
- i. Roof Equipment - All roof equipment shall be screened to protect views from above and below the roof line.

E. Section 605 - Mixed Use Commercial/Residential

1. Intent - It is the intent of this section to allow redevelopment of the downtown areas for mixed commercial/residential uses, if integrated in a unified development.

2. Areas Permitted - Mixed commercial/residential use may be allowed in Blocks C, L, M and N.
3. Residential Uses - New residential uses may be permitted, preferably above the ground floor.
 - a. Low and Moderate Income Housing shall be provided at a minimum in an amount pursuant to State law within any residential development.
 - b. Development Standards and Criteria
 1. Minimum Residential Land Area - 20,000 square feet.
 2. Maximum Density - 30 dwelling units per net acre if in an all residential building or 20 dwelling units per net acre in a mixed-use building on floors above commercial areas.
 - c. Minimum Area Devoted to Open Space and Landscaping, including plazas, fountains and related improvements (exclusive of parking and vehicle access) - 35% of the net project area. Of the total area devoted to open space and landscaping, no more than 33% of this area may be hardscape (paved plazas, fountains and similar elements) unless specifically approved by the Agency. The remainder must be landscape vegetation. Accessible rooftop pedestrian open space areas may count toward this requirement as approved by the Agency.
 - d. Minimum Setback from Any Street - 20 feet.
 - e. Minimum Side Yard Setback - 10 feet.
 - f. Minimum Rear yard Setback - 25 feet.
 - g. Height - The method of measuring height is specified in the City Zoning Ordinance. Height may rise up to 45 feet or four stories as an average height; or up to six stories or 75 feet for building elements as approved by the Agency. Height elements should be visually interesting. View corridors shall be provided per adopted plans, so that building elements preserve partial visibility of the ocean and coastline for development on properties adjacent to Poli Street or the hillsides above Poli Street, and so building elements do not obscure visibility of the hillsides from U. S. 101 Freeway or the beach.

- h. Parking - Parking requirements for commercial and residential uses in a single project may overlap as may be approved by the Agency.

Roof equipment - All roof equipment shall be screened to protect views from above and below the roof line.

4. Commercial Uses

- a. Minimum Street Frontage for Commercial Use Projects - 75 feet.
- b. Minimum Setback from Any Street - 10 feet.
- c. Minimum Side Yard Setback - None, but a setback may be required as a part of City zoning approvals.
- d. Minimum Rear Yard Setback - 20 feet.
- e. Height - The method of measuring height is specified in the City Zoning Ordinance. Height elements should be visually interesting. View corridors shall be provided per adopted plans, so that building elements preserve partial visibility of the ocean and coastline for development on properties adjacent to Poli Street or the hillsides above Poli Street, and so building elements do not obscure visibility of the hillsides from U. S. 101 Freeway or the beach.
- f. Parking Areas - All parking areas shall be screened from public view or from adjacent residential uses by either dense landscaping, mounding, or a solid masonry wall. Parking for residential and commercial mixed-use projects may overlap as may be approved by the Agency.
- g. Loading Areas - All loading or docking areas shall be screened from public view or from adjacent residential uses by either dense landscaping or a solid masonry wall. No loading space shall front on a public street.
- h. Signs - No freestanding ground signs in excess of six feet in height, no pole signs and no sign extending above the second story level of a building or structure shall be permitted.
- i. Roof Equipment - All roof equipment shall be screened to protect views from above and below the roof line.

5. Industrial Uses. No industrial uses may be permitted in the mixed use area, except as may be approved by the Agency.

Any industrial use should support the on-site commercial activity in such a way that the industrial use demonstrates the manufacturing process of the commercial goods being sold on-site. Industrial uses should support the visitor-serving nature of the commercial development.

E-- F. Section 605 606 - Light Industrial Uses

1. **Intent** - It is the intent of this Plan to allow for the possibility of limited areas being developed for light industrial uses. Such uses include, but are not limited to, warehousing, laboratories, wholesaling, light manufacturing and processing, and related and compatible uses. All light industrial uses allowed shall be conducted wholly within a completely enclosed building and no outdoor storage of any kind, including vehicular storage, shall be permitted. Uses which are dependent on heavy truck traffic or which may be considered obnoxious or offensive due to the emission of odor, dust, smoke, gas, noise, or other causes shall not be allowed. To ensure that new industrial uses are compatible with other uses proposed to remain, the style and scale of such new uses shall be compatible with adjacent structures to be preserved and with designated historical structures in the Project Area.
2. **Areas Permitted** - Industrial uses may be permitted in Block Area K and as alternative uses in Block Areas I, H and R, as shown on the Map discussed in Section 601 provided they meet the objectives and intent of this Plan and are compatible with other uses in the same block.
3. **Development Standards and Criteria**
 - a. **Minimum Street Frontage for Industrial Use Projects** - 75 feet.
 - b. **Minimum Setback from Any Street** - 10 feet.
 - c. **Minimum Side Yard Setback** - 0 feet (not required, but a setback may be required as part of the City zoning approvals).
 - d. **Minimum Rear Yard Setback** - 20 feet.
 - e. **Maximum Height of Any Structure** - 35 45 feet.
 - f. **Parking Areas** - ~~No-vehicular-parking-area-shall be permitted in any street setback area.~~ All parking areas shall be screened from public view or from adjacent residential uses by either dense landscaping, mounding, or a solid masonry wall.

~~All-outdoor-storage-areas-including-vehicle-storage areas-shall-be located at the rear of the lot and shall-to-a-maximum-exceed-20'-to-the-10'-area~~

- h-- g. **Loading Areas** - All loading or docking areas shall be screened from public view or from adjacent residential uses by either dense landscaping or a solid masonry wall. No loading areas shall front along a public street.
- i-- h. **Signs** - No freestanding ground signs in excess of 6 feet in height or pole signs and no sign extending above the ~~roof~~ first second story level of a building or structure shall be permitted.

F-- G. Section 606 607 - Public Uses

1. Rights-of-Way and Easements

As illustrated on the Map, the major streets are Main Street, Santa Clara Street, Thompson Boulevard, and Ventura Avenue. Additional public streets, rights-of-way, alleys and easements may be created in the Project Area as needed for proper development. Existing streets and alleys may be abandoned, vacated, closed or modified as necessary for proper development within the Project Area.

The public rights-of-way shall be used for vehicular and/or pedestrian traffic as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

In the event that any property in the Project Area is declared as surplus by the California Department of Transportation, it may be developed for ~~residential~~ commercial, industrial or public uses with specific approval from the Agency.

2. Public Pedestrian Ways

In any area, the Agency is authorized to establish the size and locations of public mall spaces, pedestrian ways, and pedestrian bridges over streets. The Agency shall impose reasonable design restrictions on properties immediately adjacent to these public areas as are necessary to protect the development and use in the Project Area.

G-- H. Section 607 608 - Institutional and Hospital Uses

1. As shown on the Map, institutional uses may be allowed in Block Areas ~~A7-M7-and-Q~~ A, O, I, S and T. The Agency is authorized to permit, in any area, the establishment or enlargement of public, semi-public, institutional or non-

profit uses, including but not limited to, community and cultural centers, student centers, residential care homes, park and recreational facilities, libraries, hospitals, churches, educational, fraternal, employee, philanthropic and charitable institutions, utilities, and facilities of other similar associations or organizations. All such uses shall conform so far as possible with the provisions of this Plan applicable to the uses in the specific area involved. The Agency shall impose such other reasonable restrictions as are necessary to protect the development and use in the Project Area.

2. Commercial Uses in Institutional Areas

New tourist oriented commercial uses may be permitted as alternate uses in block areas, as shown on the Map, designated Institutional Commercial Alternate, with the written approval of as approved by the Agency. All new commercial development shall conform to the requirements of Section 604 of this Plan and applicable state statutes and local codes including the zoning requirements of the City for commercial developments as they now exist or are hereafter amended.

3. Residential Uses in Institutional Areas

New residential uses may be permitted as alternate uses in block areas, as shown on the Map, designated Institutional Residential with the written approval of the Agency. All new residential development shall conform to requirements of Section 603 of this Plan and applicable state statutes and local codes including the zoning requirements of the City for residential development as they now exist or are hereafter amended.

IV. I. Section 608 609 - General Controls and Limitations

1. New Construction

All new construction shall comply with all applicable State and local laws and ordinances now in effect or as are hereafter amended including, without limitations, the building, electrical, heating and ventilating, housing and plumbing codes of the City and the City Zoning Ordinance. Further, all new construction shall comply with the provisions of this Plan including any specified development standards and criteria.

Parking and loading spaces shall be paved and drained so that storm and surface waters will not cross public sidewalks. Parking and loading areas visible from streets shall be landscaped or screened as necessary to prevent unsightly or barren appearances. Lighting for parking spaces shall be shielded from residential buildings.

In order to mitigate significant impacts identified in the Environmental Impact Report for the Project the following shall be required:

- a. The following shall be made a condition of approval any new construction in the Project Area.
 1. Prior to approval of the final subdivision map or issuance of a building permit a geologic, hydrologic, and seismic investigation report shall be prepared. The investigation shall include, as needed, liquefaction potential, landslide/mudslide potential, ground shaking, and fault activity considerations in accordance with the applicable provisions of the City Ordinance Code. The recommendations contained in the report shall be incorporated into the project's design.
 2. All new construction located within a designated Special Studies Zone shall be subject to the provisions of the Alquist-Priolo Act.
 3. All new construction exceeding 45 feet in height located within area designated mixed use shall submit with the submittals for a Planned Development Permit a view corridor study that demonstrates how the project will retain view corridors between the hillsides and the ocean.
- b. The following shall be made a condition of approval of any new construction in the Project Area which is located adjacent to designated historic features, buildings, or landmarks:
 1. New construction shall be set back from and be architecturally compatible with the historic features, buildings, or landmarks.
- c. The following shall be made a condition of approval of any new construction in the Project Area:
 1. Archaeological test excavations, including limited excavations, designed and implemented in by trained archaeologists, shall be carried out in those areas designated sensitive in the June, 1977 UCLA Archaeological Survey and the May, 1980 Archival Study/Historic Overview. The investigation shall determine the probable areal and vertical extent of archaeological remains, provide a profile of artifact types and subsistence-related behavior at the location and determine whether the deposits are in situ. The investigation report

shall include a plan for mitigation of any expected impacts or for further testing if necessary.

2. A qualified archaeologist shall be present at all excavation activity, including trenching for foundations and grading in the Project Area. When items of historic or archaeological value are uncovered, work shall be halted for a time period reasonable to the Agency to assess the features and, if necessary, prepare a plan to preserve them.

3. A periodic systematic inspection shall be made by a qualified paleontologist of any Pleistocene deposits which are cut by excavation activities. When finds are made, construction equipment shall be diverted away from the critical areas and the fossils identified and removed.

4. Clauses shall be inserted in grading and building permits requiring the developer to contact the Ventura County Historical Society, the Los Angeles Natural History Museum, and the Invertebrate Paleontologist at the UCLA Department of Geology when a discovery is made. These agencies shall be notified of grading plans and schedules, site maps, pertinent sections of geologic reports, and EIR sections relating to paleontological conditions. They shall be permitted to inspect the construction sites and assist the on-site inspection in collecting fossil materials.

- d. Prior to the approval of any new construction activity in the Project Area a Capital Improvement Program shall be adopted for each new development proposed covering: (1) the replacement of the four inch water lines within the Project Area with larger lines as needed and (2) the replacement or reconstruction of the aging six inch and eight inch lines. The Program shall specify, with respect to the development under consideration, the funding sources for these improvements and that they shall be underway before significant Redevelopment construction activity is commenced.

2. Art In Public Places

Any project over \$500,000 in value shall include a budget for "art in public places" as approved by the Agency, which meets the following criteria:

- a. Art consists of paintings, sculpture, or other design elements which will enhance the public view of the property, and which are located outdoors, i.e., outside a building.
- b. All such art shall be required to be approved by the Agency prior to installation, and to be compatible with the historic and architectural character of the area. With permission of the Agency, owner may pay a fee as determined by the Agency in-lieu of installation or art.
- c. No art submitted to meet this requirement shall advertise or promote any product or service which is for sale on the subject premises. No such art shall function as a sign for a business on the subject premises.

2v-- 3. Existing Non-Conforming Uses and Buildings

The Agency is authorized to permit an existing use to remain in an existing building in good condition which use does not conform to the provisions of this Plan, provided that such use is generally compatible with the developments and uses in the Project Area. A new non-conforming business may replace another, provided that the new non-conforming business is not a more intense use than a previous business, and that the new use does not require any structural modification to the non-conforming building.

The owner of a non-conforming building may not make changes to the building which would prolong the life of that non-conforming building. The owner of a non-conforming building must enter into an owner-participation agreement with the Agency which sets forth a time frame for bringing the building or use into conformity with the Plan prior to the Agency allowing a non-conforming business to replace another non-conforming business which existed as of June 30, 1988.

3v-- 4. Rehabilitation and Retention of Properties

Any existing structures within the Project Area which the Agency shall approve for retention or rehabilitation shall be repaired, altered, reconstructed or rehabilitated, if necessary, in such manner that will meet the following requirements:

- a. Be safe and sound in all physical respects.
- b. Have a degree of seismic force resistance certified as safe by the City Superintendent of Building and Safety.

- c. Be attractive in appearance and not detrimental to the surrounding areas.

Those Property Standards applicable to land use criteria shall be established by the Agency.

The Property Rehabilitation Standards for existing commercial and residential buildings shall be established in cooperation and with the approval of the City Building and Safety Division. The provisions of these Standards shall be in accordance with all minimum Safety Code provisions; however, they may be altered for due cause by the enacting legislative body. The Building and Safety Superintendent may approve any such alternate provided he finds that the proposed material method, or work offered is for the purpose intended, at least the equivalent of that prescribed in safety codes in quality strength effectiveness and fire resistance durability, and safety.

In order to mitigate significant impacts identified in the Environmental Impact Report for the Project, the following shall be required:

- a. The following shall be made a condition of approval of any rehabilitation in the Project Area:
 1. Prior to issuance of a building permit, an evaluation of each structure's conformance to the Uniform Building Code concerning resistance to ground shaking, liquefaction, and subsidence shall be prepared. The evaluation shall recommend feasible methods for achieving higher seismic resistance performance through the rehabilitation construction.
- b. The following shall be made a condition of approval of any rehabilitation in the Project Area which is located adjacent to designated historic features, buildings or landmarks:
 1. Where present industrial, institutional, or commercial buildings and land uses are to be retained or rehabilitated, the existing structures shall be finished with architectural details in keeping with the historic character of nearby features, or they shall be well screened from view from the historic site.

4-- 5. Limitation on the Number of Buildings

The number of buildings in the Project Area shall not exceed approximately 400 primary structures.

5-- 6. Light, Air, and Privacy

In all areas sufficient space shall be maintained between buildings to provide adequate light, air, and privacy.

6-- 7. Roof Restrictions

On all buildings whose roof area is visible from surrounding structures pedestrian ways, freeways, streets, etc., exposed duct work for heating and cooling, mechanical equipment, vents and other roof structures shall be housed or completely screened from public view and from direct view of adjacent property or buildings or any public rights-of-way in a manner approved by the Agency.

7-- 8. Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, dust, glare, noise, odor, or similar factors which would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area. Within the Project Area, there shall be no extraction of oil, gas, or other mineral substances, nor any opening or penetration within the Project Area for any purpose connected therewith within 500 feet of the surface.

8-- 9. Non-discrimination and Non-segregation

There shall be no discrimination or segregation based upon race, color, creed, sex, marital status, religion, or national origin or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area.

9-- 10. Resubdivision of Parcels

No parcel in the Project Area, including any parcel retained by a participant, shall be resubdivided without the approval of the Agency and in compliance with all applicable State and local laws as they now exist or are hereafter amended.

1-- J. Section 699 610 - Minor Variations Variances

Under exceptional circumstances, the Agency is authorized to permit minor variations variances from the limits, restrictions, and controls established by the Plan. In order to permit such a minor variation variance the Agency must determine that:

1. The strict application of the provisions of the Plan would result in practical difficulties or unnecessary hardships

inconsistent with the general purpose and intent of the Plan.

2. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not generally apply to other properties having the same standards, restrictions, and controls.
3. Permitting a minor ~~variation~~ variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the area.
4. Permitting a minor ~~variation~~ variance will not be contrary to the objectives of the Plan.

No such minor ~~variations~~ variances shall be granted which changes a basic land use or which permits a substantial departure from the provisions of this Plan. In permitting any such minor ~~variation~~ variance, the Agency shall impose such conditions as are necessary to protect the public health, safety or welfare, and to assure compliance with the purposes of the Plan. Non-discrimination and non-segregation restrictions shall not be subject to minor ~~variation~~ variance until approved by the Agency.

~~No minor variation permitted by the Agency shall be effective until planned development permits, conditional uses, variances, exceptions or other zoning permits or changes, if any, have been accomplished by the City to the extent necessary to obtain consistency with such minor variations permitted by the Agency.~~

Requests for minor variances shall be considered as part of any City discretionary approval and shall not be effective until approved by the Agency.

J-- K. Section 610 611 - Design for Development

Within the limits, restrictions, and controls established in the Plan, the Agency is authorized to establish specific uses, heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area.

In establishing the design and development controls pursuant to this section, the Agency shall consult with the Project Area Committee as it may be established from time to time in the Project Area. Such consultation shall occur prior to adoption of the Design for Development by the Agency.

No new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or

rehabilitated except in accordance with architectural, landscape, and site plans submitted to and approved in writing by the Agency and other approval agencies in accordance with Section 602 (Use and Plan Review Procedure) unless allowed pursuant to the procedures of Section 612 (Building Permits). One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall not approve any plans that do not comply with this Plan.

K. L. Section 611 612 - Building Permits

No permit shall be issued for the construction of any new building or any addition to an existing building in the Project Area from the date of adoption of this Plan until the application for such permit has been processed in the manner provided. Any permit that is issued hereunder must be in conformance with the provisions of this Plan.

Upon receipt of such an application, the City's Department of Community Development shall request the Agency to review the application and preliminary plans to determine what effect if any the issuance thereof would have upon the Plan for said Project Area. Within 45 days thereafter, the Agency shall file with the City's Department of Community Development, a written report setting forth its findings of fact, including but not limited to, the following:

1. Whether the proposed improvements would be compatible with the standards and other requirements set forth in the Plan and in terms of design; and
2. What modifications, if any, in the proposed improvements would be necessary in order to meet the requirements of the Plan and in terms of design; and
3. Whether the applicant has entered into an agreement with the Agency for the development of said improvements and submitted architectural, landscape, site, and sign plans to the Agency.

After receipt of said report or after said 45 day period, whichever occurs first, the City's Department of Community Development may allow the issuance of the permit with conditions; or shall withhold the issuance of the permit if it finds that the proposed improvements do not meet the requirements of the Plan. Within five days after allowing or withholding issuance of the permit the City's Department of Community Development shall notify by certified mail, the applicant and the Agency of its decision.

APPENDIX C

Parcel Analysis: Proposed Changes

The following buildout scenario (draft) is for each block within the proposed Redevelopment area. The consultant used a floor area ratio (FAR) of 40% (.40) multiplied by gross lot area for a one story development; a 80% (.80) times gross lot area for two stories; and 120% (1.20) times gross lot area for three stories. When specific projects were not designated for a parcel, these floor area ratios were used. The FAR's can be easily modified by computer. In the consultants opinion the following data reflects maximum buildout of a site and, therefore may overstate the actual development potential.

As the size of the floor area increases through the addition of one or two stories, parking requirements are partially transferred to offsite locations. For example, assume a 25,000 square foot parcel is developed with a one story office building. The parking requirements under zoning would be 40 spaces.

$$25,000 \text{ sq.ft.} \times .40 = 10,000 \text{ sq.ft} \div 250 = 40 \text{ spaces}$$

Information from the consulting Traffic Engineer indicates that approximately 350 square feet per parking space is an appropriate figure to use to account for roadways, turning area plus the 150 square foot parking space. Therefore, in the example above, on a 25,000 square foot lot, a development of 10,000 square feet would need approximately 14,000 square feet of parking/roadways.

If a two story development occurs on a 25,000 square foot parcel, 80 parking spaces are required taking up 28,000 square feet of area or 112% of gross lot area. Either parking would be developed in an underground plus surface parking lot on the parcel, or approximately 37 spaces would be transferred to another site, such as a City Parking District lot. In the case of a three story structure, approximately 39,000 square feet of parking/roadway area would be needed to support a 30,000 square foot commercial building on a 25,000 square foot lot. This amounts to 120 parking spaces which would exceed the capacity of one underground parking level on the site used in the example. Therefore, the consultant assumed a maximum of two stories in those blocks where the joint use of parking lots is unlikely, although the zoning would allow three stories (Blocks B, G, I, K, and R). It was assumed that Block D could be developed at three stories, however, because of adjacent residences it may be desirable to develop no greater than two stories.

The table used to calculate the net change in square footage is made up of two components. The top half of the table shows the block and existing square footage of structures by type of use. The abbreviations are defined as follows:

<u>Land Use Type</u>	<u>Definition</u>
C	Commercial
I	Industrial
IN	Institutional
R	Residential
UTIL	Utility

These uses were obtained from the assessor's code numbers which were modified by the consultant to simplify the number of choices.

The type of use proposed in column 5 from the left is taken from the Downtown Redevelopment Plan Land Use legend. The abbreviations are defined as follows.

<u>Land Use Type</u>	<u>Land Use Designation</u>
R	Residential
C	Commercial
CR	Commercial-Residential Alternate
CI	Commercial-Industrial Alternate
I	Industrial
MU	Mixed Use
RC	Residential-Commercial Alternate
INC	Institutional-Commercial Alternate

The computer program allows the consultant to use either a standard floor area ratio, as discussed earlier, or input a specific amount of square footage if a project is known. Therefore, the "square footage proposed" column reflects either a floor area ratio multiplied by gross square footage or a specific amount of square footage spread over one or more parcels. For example, Block D contains a proposal by Mr. Addison to construct 12,000 square feet of commercial space on four parcels. Each of the four parcels was assigned 2400 square feet ($2400 \times 4 = 12,000$ square feet). The number of stories is included after the type of use, such as C1 (commercial one story), C2 (commercial 2 story) or C3 (commercial 3 story).

Residential calculations are calculated separately and make up the second or lower half of the table. The number of existing units were not taken from assessor's information, but from estimates of the number of dwellings by block provided by the Redevelopment Agency. The number of units proposed was calculated by using zoning densities of 20, 30 or 45 units per acre. If a specific project was known, such as the 180 units on block J, then that figure was distributed over the site.

It should be noted that due to the complexities of comparing different types of land uses such as commercial and industrial, they are treated equally in calculating "net change" in the computer program. It was not feasible to treat the different types of land uses separately from each other, although in calculating traffic impacts it may be necessary to re-examine what types of land uses are to be demolished as compared to those proposed. A warehouse is not directly comparable to a commercial/office building in terms of number of employees expected to occupy it. The traffic consultant would be expected to further refine the net change figures in their analysis of net additional vehicle trips.

BLOCK	TOTAL NET SQ. FT.	PROPOSED UNITS	EXISTING UNITS	DEMOLISHED UNITS	UNITS NET CHANGE	TOTAL UNITS
	20825	0	23	0	0	23
B.	-5000	45	35	13	32	67
C.	0	0	0	0	0	0
D.	8000	0	48	0	0	48
E.	27197	0	4	4	-4	0
F.	23238	0	3	3	-3	0
G.	11132	0	0	0	0	0
H.	16720	0	2	2	-2	0
I.	10159	0	0	0	0	0
J.	-110000	180	1	1	179	180
K.	9549	0	1	1	-1	0
L.	-43542	68	0	0	68	68
M.	-15648	58	0	0	58	58
N.	-1882	70	119	4	66	185
O.	16363	0	0	0	0	0
P.	-5100	0	0	0	0	0
Q.	-1800	52	28	28	24	52
R.	21466	0	0	0	0	0
S.	0	0	0	0	0	0
T.	1706	0	0	0	0	0
U.	93584	0	0	0	0	0
TOTALS	76967	472			416	680

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
A	0710194050	10500	0	INC	IN	10500	0
A	0710194060	10000	0	C2	C	2500	10000
A	0710194070	8738	0	C2	UTIL	110	8628
A	0710194080	8160	0	INC2	C	9000	-840
A	0710194090	3400	0	INC2	C	2352	1048
A	0710194100	3400	0	INC2	C	2628	772
A	0710194130	0	0		IN	2580	0
A	0710194145	0	0		UTIL	0	0
A	0710194190	0	0		R	0	0
A	0710194200	0	0		R	0	0
A	0710194220	11630	0	INC2	C	10413	1217
		PROPOSED UNITS:	0			TOTAL:	20825
		EXISTING UNITS:	23				
		DEMOLISHED UNITS:	0				
		UNITS NET CHANGE:	0				
		TOTAL:	23				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
B	0710191010	0	6	R30	C	2000	-2000
B	0710191020	0	6	R30	R	3000	-3000
B	0710191030	0	0		R	0	0
B	0710191040	0	0		R	0	0
B	0710191050	0	0		R	0	0
B	0710191060	0	6	R30	R	0	0
B	0710191170	0	12	R30	R	0	0
B	0710191180	0	7	R30	R	0	0
B	0710191190	0	2	R30	C	0	0
B	0710191200	0	1	R30	IN	0	0
B	0710191210	0	4	R30	R	0	0

PROPOSED UNITS:	45	TOTAL:	-5000
EXISTING UNITS:	35		
DEMOLISHED UNITS:	13		
UNITS NET CHANGE:	32		
TOTAL:	67		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
C	0710260035	0	0		C	5912	0
C	0710260045	0	0		C	0	0
C	0710260085	0	0		C	0	0
C	0710260145	0	0		C	16922	0
C	0710260155	0	0		C	0	0
C	0710260185	0	0		C	0	0
C	0710260195	0	0		C	0	0
C	0710260250	0	0		C	4514	0
C	0710260265	0	0		C	0	0
C	0710260275	0	0		C	4000	0
C	0710260285	0	0		C	66652	0
C	0710260295	0	0		C	0	0
PROPOSED UNITS:			0	TOTAL:			0
EXISTING UNITS:			0				
DEMOLISHED UNITS:			0				
UNITS NET CHANGE:			0				
TOTAL:			0				

PLOT	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
D	0730021020	3000	0	C	IN	3000	0
D	0730021030	0	0		IN	0	0
D	0730021040	9000	0	C	C	9000	0
D	0730021050	13700	0	C	C	13700	0
D	0730021060	11750	0	C	C	7750	4000
D	0730021070	0	0	R	R	0	0
D	0730021080	0	0	R	R	0	0
D	0730021090	0	0	R	R	0	0
D	0730021100	0	0		UTIL	0	0
D	0730021110	0	0	R	R	0	0
D	0730021140	2800	0	C	C	2800	0
D	0730021170	4000	0	C	IN	0	4000
D	0730021190	0	0		R	0	0
PROPOSED UNITS:			0	TOTAL:			8000
EXISTING UNITS:			48				
DEMOLISHED UNITS:			0				
UNITS NET CHANGE:			0				
TOTAL:			48				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
E	0730111010	4750	0	C3	C	1253	3497
E	0730111040	4750	0	C3	IN	1998	2752
E	0730111050	4750	0	C3	C	6500	-1750
E	0730111090	4750	0	C3	I	0	4750
E	0730111100	4750	0	C3	R	0	4750
E	0730111110	4750	0	C3	I	0	4750
E	0730111120	4750	0	C3	C	0	4750
E	0730111130	4750	0	C3	C	0	4750
E	0730111140	4750	0	C3	C	3000	1750
E	0730111150	4750	0	C3	C	2675	2075
E	0730111160	4750	0	C3	I	1877	2873
E	0730111200	4750	0	C3	I	12500	-7750
PROPOSED UNITS:			0	TOTAL:			27197
EXISTING UNITS:			4				
DEMOLISHED UNITS:			4				
UNITS NET CHANGE:			-4				
TOTAL:			0				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
F	0730103215	5208	0	C	I	3000	2208
F	0730106020	2170	0	C	UTIL	0	2170
F	0730106030	3875	0	C	I	0	3875
F	0730106040	3875	0	C	C	3140	1575
F	0730106050	3875	0	C	R	0	3875
F	0730106060	3875	0	C	C	850	3025
F	0730106090	2170	0	C	I	0	2170
F	0730106100	2170	0	C	R	0	2170
F	0730106110	0	0		UTIL	0	0
F	0730106124	0	0		UTIL	0	0
F	0730106130	2170	0	C	I	6287	2170

PROPOSED UNITS:	0	TOTAL:	23238
EXISTING UNITS:	3		
DEMOLISHED UNITS:	3		
UNITS NET CHANGE:	-3		
TOTAL:	0		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
G	0730012010	9338	0	C2	I	13206	-3868
G	0730012070	15000	0	C2	C	26500	15000
G	0730012100	0	0		C	14450	0

PROPOSED UNITS:	0	TOTAL:	11132
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	0		
TOTAL:	0		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
H	0710172030	14520	0	I2	I	800	13720
H	0710172075	1680	0	I2	I	8000	-6320
H	0710172085	5600	0	I2	I	0	5600
H	0710173020	2160	0	C	C	0	2160
H	0710173030	2160	0	C	C	2760	-600
H	0710173040	2160	0	C	UTIL	0	2160

PROPOSED UNITS:	0	TOTAL:	16720
EXISTING UNITS:	2		
DEMOLISHED UNITS:	2		
UNITS NET CHANGE:	-2		
TOTAL:	0		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
I	0710174060	0	0		C	4000	0
I	0710174070	0	0		I	0	0
I	0710174140	6819	0	I2	C	0	6819
I	0710174150	6340	0	I1	I	3000	3340
I	0710174160	0	0		UTIL	0	0
I	0710174180	0	0		UTIL	0	0
I	0710174190	0	0		IN	0	0
I	0710174205	0	0		UTIL	0	0
I	0710174220	0	0		I	8000	0

PROPOSED UNITS:	0	TOTAL:	10159
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	0		
TOTAL:	0		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
J	0710181040	0	12	R	C	6470	0
J	0710181050	0	12	R	I	6470	0
J	0710181060	0	12	R	C	6470	0
J	0710181070	0	12	R	C	6470	0
J	0710181080	0	12	R	I	6470	0
J	0710181090	0	12	R	I	6470	0
J	0710182690	0	12	R	I	6470	0
J	0710182700	0	12	R	I	6470	0
J	0710182710	0	12	R	R	6470	0
J	0710182720	0	12	R	I	6470	0
J	0710182730	0	10	R	I	6470	0
J	0710182740	0	10	R	I	6470	0
J	0710182750	0	10	R	I	6470	0
J	0710182760	0	10	R	I	6470	0
J	0710182770	0	10	R	UTIL	6470	0
J	0710182780	0	10	R	UTIL	6470	0
J	0710182790	0	0	R	I	6480	0

PROPOSED UNITS:	180	TOTAL:	-110000
EXISTING UNITS:	1		
DEMOLISHED UNITS:	1		
UNITS NET CHANGE:	179		
TOTAL:	180		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
K	0730104080	2720	0	I2	R	0	2720
K	0730104090	1680	0	I2	R	0	1680
K	0730104190	0	0		I	5000	0
K	0730107070	0	0		UTIL	0	0
K	0730107105	0	0		I	0	0
K	0730107115	5149	0	I2	I	0	5149
PROPOSED UNITS:			0	TOTAL:			9549
EXISTING UNITS:			1				
DEMOLISHED UNITS:			1				
UNITS NET CHANGE:			-1				
TOTAL:			0				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
L	0730114030	8000	14	MU	I	38178	-30178
L	0730114040	8000	14	MU	C	0	8000
L	0730114050	8000	13	MU	C	0	8000
L	0730114080	8000	13	MU	I	39364	-31364
L	0730114090	8000	14	MU	I	6000	2000

PROPOSED UNITS:	68	TOTAL:	-43542
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	68		
TOTAL:	68		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
M	0730116010	4750	14	MU	IN	30000	-25250
M	0730116020	4750	14	MU	C	3266	1484
M	0730116030	4750	15	MU	C	1382	3368
M	0730116060	4750	15	MU	OTH	0	4750

PROPOSED UNITS:	58	TOTAL:	-15648
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	58		
TOTAL:	58		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
N	0730121010	0	29	R45	IN	0	0
N	0730121020	0	6	R45	R	882	-882
N	0730121030	0	6	R45	R	0	0
N	0730121040	0	12	R45	R	1000	-1000
N	0730121090	0	0		R	0	0
N	0730121110	0	5	R45	C	0	0
N	0730121130	0	0		C	5700	0
N	0730121140	0	6	R45	R	0	0
N	0730121150	0	6	R45	C	0	0
N	0730121160	0	0		IN	0	0
N	0730121170	0	0		C	3000	0

PROPOSED UNITS:	70	TOTAL:	-1882
EXISTING UNITS:	119		
DEMOLISHED UNITS:	4		
UNITS NET CHANGE:	66		
TOTAL:	185		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
O	0730118010	1800	0	C1	C	0	1800
O	0730118020	5464	0	C1	C	13200	-7736
O	0730118050	4592	0	C1	I	3350	1242
O	0730118080	2313	0	C1	R	0	2313
O	0730118090	8240	0	C1	C	2300	5940
O	0730118100	2003	0	C1	IN	0	2003
O	0730118110	1020	0	C1	C	0	1020
O	0730118120	2224	0	C1	C	772	1452
O	0730118130	3184	0	C1	C	0	3184
O	0730118165	3309	0	C1	C	0	3309
O	0730118170	5145	0	C1	C	3310	1835
PROPOSED UNITS:			0	TOTAL:			16363
EXISTING UNITS:			0				
DEMOLISHED UNITS:			0				
UNITS NET CHANGE:			0				
TOTAL:			0				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
P	0730031020	0	0		C	2754	0
P	0730031030	0	0		C	4938	0
P	0730031040	14576	0	C	C	19676	-5100
P	0730031080	0	0		C	0	0
P	0730031090	0	0		IN	0	0
P	0730031100	0	0		IN	7465	0
P	0730031110	0	0		IN	0	0
P	0730031120	0	0		C	5900	0
P	0730031130	4000	0	IN	C	0	4000
P	0730031140	0	0		C	0	0
P	0730031150	0	0		IN	5250	0
P	0730031160	11000	0	C	C	15000	-4000
P	0730031170	0	0		IN	1973	0
PROPOSED UNITS:			0	TOTAL:			-5100
EXISTING UNITS:			0				
DEMOLISHED UNITS:			0				
UNITS NET CHANGE:			0				
TOTAL:			0				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
Q	0710182080	0	5	R30	C	1800	-1800
Q	0710182090	0	5	R30	R	0	0
Q	0710182100	0	5	R30	R	0	0
Q	0710182110	0	6	R30	R	0	0
Q	0710182300	0	21	R30	R	0	0
Q	0710182310	0	5	R30	R	0	0
Q	0710182320	0	5	R30	R	0	0

PROPOSED UNITS:	52	TOTAL:	-1800
EXISTING UNITS:	28		
DEMOLISHED UNITS:	28		
UNITS NET CHANGE:	24		
TOTAL:	52		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
R	0730011030	0	0		UTIL	0	0
R	0730011040	14770	0	C2	I	1950	12820
R	0730011050	10536	0	C1	I	4000	6536
R	0730011060	7110	0	C1	I	5000	2110
R	0730011225	0	0		I	91445	0
R	0730011235	0	0		I	5000	0
		PROPOSED UNITS:	0			TOTAL:	21466
		EXISTING UNITS:	0				
		DEMOLISHED UNITS:	0				
		UNITS NET CHANGE:	0				
		TOTAL:	0				

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
S	0730011210	0	0		IN	0	0
S	0730011245	0	0		UTIL	0	0

PROPOSED UNITS:	0	TOTAL:	0
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	0		
TOTAL:	0		

BLOCK	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
T	0730122015	1800	0	C1	C	1600	200
T	0730122020	2576	0	C1	C	1070	1506
T	0730122250	0	0		UTIL	0	0
T	0730122295	0	0		C	2000	0
T	0730122315	0	0		IN	0	0

PROPOSED UNITS:	0	TOTAL:	1706
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	0		
TOTAL:	0		

	PARCEL	SQUARE FT. PROPOSED	UNITS PROPOSED	TYPE	EXISTING TYPE	EXISTING USE	NET CHANGE
U	0730240040	43682	0	C3	IN	0	43682
U	0730240130	43682	0	C3	I	37462	6220
U	0730240050	43682	0	C3	I	0	43682

PROPOSED UNITS:	0	TOTAL:	93584
EXISTING UNITS:	0		
DEMOLISHED UNITS:	0		
UNITS NET CHANGE:	0		
TOTAL:	0		

APPENDIX D

Traffic

PHASE I

TRIP GENERATION CALCULATIONS

BY BLOCK

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'A'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Community Center	4,990	1.00	40.00	200	1.10	5	3.64	18	5.00	25
2. Admin. Offices	4,990	1.00	25.00	125	2.80	14	3.07	15	2.90	14
3. Inst./Commerical	10,000	1.00	40.70	407	1.02	10	2.78	28	4.97	50
4. Inst./Commerical	8,738	1.00	40.70	356	1.02	9	2.78	24	4.97	43
5. Inst./Commerical	1,217	1.00	40.70	50	1.02	1	2.78	3	4.97	6
6. Inst./Commerical	1,048	1.00	40.70	43	1.02	1	2.78	3	4.97	5
7. Inst./Commerical	772	1.00	40.70	31	1.02	1	2.78	2	4.97	4
Total:				1,212		41		93		147
<Existing to Be Removed>										
1. Fast Food	110	1.00	530.00	58	26.00	3	57.00	6	57.00	6
2. Retail	9,000	1.00	40.70	366	1.02	9	2.78	25	4.97	45
Total:				424		12		31		51
Net Changes:				788		29		62		96

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'B'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Apartments	9	1.00	6.00	54	0.50	5	0.29	3	0.66	6
2. Apartments	12	1.00	6.00	72	0.50	6	0.29	3	0.66	8
3. Apartments	7	1.00	6.00	42	0.50	4	0.29	2	0.66	5
4. Apartments	2	1.00	6.00	12	0.50	1	0.29	1	0.66	1
5. Apartments	1	1.00	6.00	6	0.50	1	0.29	0	0.66	1
6. Apartments	4	1.00	6.00	24	0.50	2	0.29	1	0.66	3
Total:				210		19		10		24
<Existing To Be Removed>										
1. Commercial	5,000	1.00	40.70	204	1.02	5	2.78	14	4.97	25
Apartments	13	1.00	6.00	78	0.50	7	0.29	4	0.66	9
Total:				282		12		18		34
Net Changes:				(72)		7		(8)		(10)

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'C'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. No New Uses										
Total:				0		0		0		0
<Existing To Be Removed>										
1. None										
Total:				0		0		0		0
Net Changes:				0		0		0		0

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'D'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
6. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
Total:				326		8		22		40
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:				326		8		22		40

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'F'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	5,208	1.00	40.70	212	1.02	5	2.78	14	4.97	26
2. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
3. Office	11,625	1.00	25.00	291	2.80	33	3.07	36	2.90	34
4. Gen. Commercial	3,025	1.00	40.70	123	1.02	3	2.78	8	4.97	15
5. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
6. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
7. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
Total:				978		49		82		119
<Existing To Be Removed>										
1. Lt. Industrial	3,000	1.00	7.00	21	1.00	3	0.63	2	1.00	3
2. Single Family	3	1.00	11.00	33	0.77	2	0.60	2	1.10	3
3. Theatre	250	1.00	1.80	450	0.00	0	0.06	15	0.15	38
4. Camper Sales	850	1.00	47.50	40	4.00	3	3.33	3	4.50	4
Total:				544		8		22		48
Net Changes:				434		41		60		71

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'G'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	9,338	1.00	40.70	380	1.02	10	2.78	26	4.97	46
2. Gen. Commercial	15,000	1.00	40.70	611	1.02	15	2.78	42	4.97	75
Total:				991		25		68		121
<Existing To Be Removed>										
1. Office	13,206	1.00	25.00	330	2.80	37	3.07	41	2.90	38
Total:				330		37		41		38
Net Changes:				661		(12)		27		83

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'H'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	3,720	1.00	40.70	151	1.02	4	2.78	10	4.97	18
2. Industrial	14,520	1.00	7.00	102	1.00	15	0.63	9	1.00	15
3. Industrial	1,680	1.00	7.00	12	1.00	2	0.63	1	1.00	2
4. Industrial	5,600	1.00	7.00	39	1.00	6	0.63	4	1.00	6
Total:				304		27		24		41
<Existing To Be Removed>										
1. Res. Apartments	2	1.00	6.00	12	0.50	1	0.29	1	0.66	1
2. Industrial	800	1.00	7.00	6	1.00	1	0.63	1	1.00	1
3. Industrial	8,000	1.00	7.00	56	1.00	8	0.63	5	1.00	8
Total:				74		10		7		10
Net Changes:				230		17		17		31

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'J'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Industrial	6,819	1.00	7.00	48	1.00	7	0.63	4	1.00	7
2. Industrial	3,340	1.00	7.00	23	1.00	3	0.63	2	1.00	3
Total:				71		10		6		10
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:				71		10		6		10

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'J'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Res. Condominiums	180	1.00	8.00	1,440	0.70	126	0.34	61	0.87	157
Total:				1,440		126		61		157
<Existing To Be Removed>										
1. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
2. Industrial	110,000	1.00	7.00	770	1.00	110	0.63	69	1.00	110
Total:				781		111		70		111
Net Changes:				659		15		(9)		46

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'K'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Lt. Industrial	5,149	1.00	7.00	36	1.00	5	0.63	3	1.00	5
2. Lt. Industrial	2,720	1.00	7.00	19	1.00	3	0.63	2	1.00	3
3. Lt. Industrial	1,680	1.00	7.00	12	1.00	2	0.63	1	1.00	2
Total:				67		10		6		10
<Existing To Be Removed>										
1. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
Total:				11		1		1		1
Net Changes:				56		9		5		9

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'D'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	1,800	1.00	74.00	133	1.70	3	5.90	11	6.20	11
2. Gen. Commercial	5,464	1.00	74.00	404	1.70	9	5.90	32	6.20	34
3. Gen. Commercial	4,592	1.00	74.00	340	1.70	8	5.90	27	6.20	28
4. Gen. Commercial	2,313	1.00	74.00	171	1.70	4	5.90	14	6.20	14
5. Gen. Commercial	8,240	1.00	74.00	610	1.70	14	5.90	49	6.20	51
6. Gen. Commercial	2,003	1.00	74.00	148	1.70	3	5.90	12	6.20	12
7. Gen. Commercial	1,020	1.00	74.00	75	1.70	2	5.90	6	6.20	6
8. Gen. Commercial	2,224	1.00	74.00	165	1.70	4	5.90	13	6.20	14
9. Gen. Commercial	3,184	1.00	74.00	236	1.70	5	5.90	19	6.20	20
10. Gen. Commercial	3,309	1.00	74.00	245	1.70	6	5.90	20	6.20	21
11. Gen. Commercial	5,145	1.00	74.00	381	1.70	9	5.90	30	6.20	32
Total:				2,908		67		233		243
<Existing To Be Removed>										
1. Auto Repair	13,200	1.00	60.00	792	5.00	66	4.20	55	6.00	79
2. Blueprint Service	3,400	1.00	74.00	252	1.70	6	5.90	20	6.20	21
3. Office	150	1.00	25.00	4	2.80	0	3.07	0	2.90	0
5. Retail	1,000	1.00	74.00	74	1.70	2	5.90	6	6.20	6
6. Contractor's Off.	1,300	1.00	25.00	33	1.70	2	3.07	4	6.20	8
7. Retail	386	1.00	74.00	29	1.70	1	5.90	2	6.20	2
8. High Turn. Rest.	386	1.00	200.00	77	20.00	8	18.20	7	20.00	8
9. Auto Parts Store	3,310	1.00	74.00	245	1.70	6	5.90	20	6.20	21
Total:				1,506		91		114		145
Net Changes:				1,402		(24)		119		98

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'P'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	14,576	1.00	40.70	593	1.02	15	2.78	41	4.97	72
2. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
3. Gen. Commercial	11,000	1.00	40.70	448	1.02	11	2.78	31	4.97	55
Total:				1,204		30		83		147
<Existing To Be Removed>										
1. Gen. Commercial	5,100	1.00	40.70	208	1.02	5	2.78	14	4.97	25
8. Warehouse	4,000	1.00	5.00	20	0.60	2	0.53	2	1.60	6
Total:				228		7		16		31
Net Changes:				976		23		67		116

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'Q'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
2. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
3. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
4. Res. Apartments	6	1.00	6.00	36	0.50	3	0.29	2	0.66	4
5. Res. Apartments	21	1.00	6.00	126	0.50	11	0.29	6	0.66	14
6. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
7. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
Total:				312		29		13		33
<Existing To Be Removed>										
1. Office	1,800	1.00	25.00	45	2.80	5	3.07	6	2.90	5
2. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
3. Res. SFD	2	1.00	11.00	22	0.77	2	0.60	1	1.10	2
4. Res. SFD	4	1.00	11.00	44	0.77	3	0.60	2	1.10	4
5. Res. Apartments	20	1.00	6.00	120	0.50	10	0.29	6	0.66	13
6. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
Total:				253		22		17		26
Net Changes:				59		7		(4)		7

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'R'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	12,820	1.00	40.70	522	1.02	13	2.78	36	4.97	64
2. Gen. Commercial	10,536	1.00	40.70	429	1.02	11	2.78	29	4.97	52
3. Gen. Commercial	7,110	1.00	40.70	289	1.02	7	2.78	20	4.97	35
Total:				1,240		31		85		151
<Existing To Be Removed>										
1. Industrial	4,000	1.00	7.00	28	1.00	4	0.63	3	1.00	4
2. Warehouse	5,000	1.00	5.00	25	0.60	3	0.53	3	0.60	3
Total:				53		7		6		7
Net Changes:				1,187		24		79		144

Ventura Downtown Redevelopment Project - Trip Generation Calculations

8 L O C K 'S'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:										
				0	0		0		0	

Ventura Downtown Redevelopment Project - Trip Generation Calculations

8 L O C K 'T'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	200	1.00	40.70	8	1.02	0	2.78	1	4.97	1
2. Gen. Commercial	1,506	1.00	40.70	61	1.02	2	2.78	4	4.97	7
Total:				69		2		5		8
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:										
				69	2		5		8	

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'U'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Hotel	200	1.00	8.00	1,600	0.70	140	0.79	158	0.70	140
Total:				1,600		140		158		140
<Existing To Be Removed>										
1. Industrial	37,462	1.00	7.00	262	1.00	37	0.63	24	1.00	37
Total:				262		37		24		37
Net Changes:				1,338		103		134		103

PHASE II

TRIP GENERATION CALCULATIONS

BY BLOCK

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'E'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	25,000	1.00	60.00	1,500	1.30	33	4.09	102	4.50	113
2. Office	32,000	1.00	25.00	800	2.80	90	3.07	98	2.90	93
Total:				2,300		123		200		206
<Existing To Be Removed>										
1. Car Wash	4	1.00	108.00	432	6.00	24	11.02	44	5.00	20
2. Animal Hospital	1,998	1.00	45.00	90	4.00	8	3.74	7	5.00	10
3. R&D Office	1,950	1.00	6.00	12	1.30	3	0.74	1	1.00	2
4. Sporting Goods	3,150	1.00	40.70	128	1.02	3	2.78	9	4.97	16
5. Retail Clothing	1,400	1.00	40.70	57	1.02	1	2.78	4	4.97	7
6. Mixed-Commercial	3,000	1.00	40.70	122	1.02	3	2.78	8	4.97	15
7. Auto Repair	1,775	1.00	60.00	107	0.50	1	4.20	7	0.60	1
8. Auto Detail	900	1.00	60.00	54	0.50	0	4.20	4	0.60	1
9. Wonder Bread	1,877	1.00	4.00	8	0.80	2	0.36	1	0.80	2
10. Wholesale	12,500	1.00	3.00	38	0.20	3	0.27	3	0.30	4
11. Single Family	4	1.00	11.00	44	0.77	3	0.60	2	1.10	4
Total:				1,092		51		90		82
Net Changes:				1,208		72		110		124

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'L'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	40,000	1.00	60.00	2,400	1.30	52	4.09	164	4.50	180
2. Residential Condos	68	1.00	8.00	544	0.70	48	0.34	23	0.87	59
Total:				2,944		100		187		239
<Existing To Be Removed>										
1. Moving/Storage	31,416	1.00	3.00	94	0.20	6	0.25	8	0.30	9
2. Boat Manuf.	6,762	1.00	4.00	27	0.80	5	0.36	2	0.80	5
3. Auto Body Shop	32,000	1.00	30.95	990	2.32	74	1.95	62	2.79	89
4. Furniture Repair	4,000	1.00	6.00	24	0.20	1	0.70	3	0.50	2
5. Auto Upholstery	3,364	1.00	60.00	202	5.00	17	4.20	14	6.00	20
6. Industrial	6,000	1.00	7.00	42	1.00	6	0.63	4	1.00	6
Total:				1,379		109		93		131
Net Changes:				1,565		(9)		94		108

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'M'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	19,000	1.00	60.00	1,140	1.30	25	4.09	78	4.50	86
2. Residential Condos	58	1.00	8.00	464	0.70	41	0.34	20	0.87	50
Total:				1,604		66		98		136
<Existing To Be Removed>										
1. School Bus Yard	NA	1.00	NA	100	NA	10	NA	5	NA	20
2. Med. Office	126	1.00	45.00	6	4.00	1	3.74	0	5.00	1
3. Attorney's Office	3,000	1.00	25.00	75	2.80	8	3.07	9	2.90	9
4. Attorney's Office	140	1.00	25.00	4	2.80	0	3.07	0	2.90	0
5. Furniture Sales	662	1.00	6.00	4	0.20	0	0.70	0	0.50	0
6. Antique Sales	720	1.00	6.00	4	0.20	0	0.70	1	0.50	0
Total:				193		19		15		30
Net Changes:				1,411		47		83		106

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'N'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Residential Condos	70	1.00	8.00	560	0.70	49	0.34	24	0.87	61
Total:				560		49		24		61
<Existing To Be Removed>										
1. Hair Salon	882	1.00	74.00	65	1.70	1	5.90	5	6.20	5
2. Residential Apts	4	1.00	6.00	24	0.50	2	0.29	1	0.66	3
3. Office	1,000	1.00	25.00	25	2.80	3	3.07	3	2.90	3
Total:				114		6		9		11
Net Changes:				446		43		15		50

City of San Buenaventura
E.I.R. WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS

- A.M. PEAK HOUR
- NOON PEAK HOUR
- P.M. PEAK HOUR

1. 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9 2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9 3.0 3.1 3.2 3.3 3.4 3.5 3.6 3.7 3.8 3.9 4.0 4.1 4.2 4.3 4.4 4.5 4.6 4.7 4.8 4.9 5.0 5.1 5.2 5.3 5.4 5.5 5.6 5.7 5.8 5.9 6.0 6.1 6.2 6.3 6.4 6.5 6.6 6.7 6.8 6.9 7.0 7.1 7.2 7.3 7.4 7.5 7.6 7.7 7.8 7.9 8.0 8.1 8.2 8.3 8.4 8.5 8.6 8.7 8.8 8.9 9.0 9.1 9.2 9.3 9.4 9.5 9.6 9.7 9.8 9.9 10.0 10.1 10.2 10.3 10.4 10.5 10.6 10.7 10.8 10.9 11.0 11.1 11.2 11.3 11.4 11.5 11.6 11.7 11.8 11.9 12.0 12.1 12.2 12.3 12.4 12.5 12.6 12.7 12.8 12.9 13.0 13.1 13.2 13.3 13.4 13.5 13.6 13.7 13.8 13.9 14.0 14.1 14.2 14.3 14.4 14.5 14.6 14.7 14.8 14.9 15.0 15.1 15.2 15.3 15.4 15.5 15.6 15.7 15.8 15.9 16.0 16.1 16.2 16.3 16.4 16.5 16.6 16.7 16.8 16.9 17.0 17.1 17.2 17.3 17.4 17.5 17.6 17.7 17.8 17.9 18.0 18.1 18.2 18.3 18.4 18.5 18.6 18.7 18.8 18.9 19.0 19.1 19.2 19.3 19.4 19.5 19.6 19.7 19.8 19.9 20.0 20.1 20.2 20.3 20.4 20.5 20.6 20.7 20.8 20.9 21.0 21.1 21.2 21.3 21.4 21.5 21.6 21.7 21.8 21.9 22.0 22.1 22.2 22.3 22.4 22.5 22.6 22.7 22.8 22.9 23.0 23.1 23.2 23.3 23.4 23.5 23.6 23.7 23.8 23.9 24.0 24.1 24.2 24.3 24.4 24.5 24.6 24.7 24.8 24.9 25.0 25.1 25.2 25.3 25.4 25.5 25.6 25.7 25.8 25.9 26.0 26.1 26.2 26.3 26.4 26.5 26.6 26.7 26.8 26.9 27.0 27.1 27.2 27.3 27.4 27.5 27.6 27.7 27.8 27.9 28.0 28.1 28.2 28.3 28.4 28.5 28.6 28.7 28.8 28.9 29.0 29.1 29.2 29.3 29.4 29.5 29.6 29.7 29.8 29.9 30.0 30.1 30.2 30.3 30.4 30.5 30.6 30.7 30.8 30.9 31.0 31.1 31.2 31.3 31.4 31.5 31.6 31.7 31.8 31.9 32.0 32.1 32.2 32.3 32.4 32.5 32.6 32.7 32.8 32.9 33.0 33.1 33.2 33.3 33.4 33.5 33.6 33.7 33.8 33.9 34.0 34.1 34.2 34.3 34.4 34.5 34.6 34.7 34.8 34.9 35.0 35.1 35.2 35.3 35.4 35.5 35.6 35.7 35.8 35.9 36.0 36.1 36.2 36.3 36.4 36.5 36.6 36.7 36.8 36.9 37.0 37.1 37.2 37.3 37.4 37.5 37.6 37.7 37.8 37.9 38.0 38.1 38.2 38.3 38.4 38.5 38.6 38.7 38.8 38.9 39.0 39.1 39.2 39.3 39.4 39.5 39.6 39.7 39.8 39.9 40.0 40.1 40.2 40.3 40.4 40.5 40.6 40.7 40.8 40.9 41.0 41.1 41.2 41.3 41.4 41.5 41.6 41.7 41.8 41.9 42.0 42.1 42.2 42.3 42.4 42.5 42.6 42.7 42.8 42.9 43.0 43.1 43.2 43.3 43.4 43.5 43.6 43.7 43.8 43.9 44.0 44.1 44.2 44.3 44.4 44.5 44.6 44.7 44.8 44.9 45.0 45.1 45.2 45.3 45.4 45.5 45.6 45.7 45.8 45.9 46.0 46.1 46.2 46.3 46.4 46.5 46.6 46.7 46.8 46.9 47.0 47.1 47.2 47.3 47.4 47.5 47.6 47.7 47.8 47.9 48.0 48.1 48.2 48.3 48.4 48.5 48.6 48.7 48.8 48.9 49.0 49.1 49.2 49.3 49.4 49.5 49.6 49.7 49.8 49.9 50.0 50.1 50.2 50.3 50.4 50.5 50.6 50.7 50.8 50.9 51.0 51.1 51.2 51.3 51.4 51.5 51.6 51.7 51.8 51.9 52.0 52.1 52.2 52.3 52.4 52.5 52.6 52.7 52.8 52.9 53.0 53.1 53.2 53.3 53.4 53.5 53.6 53.7 53.8 53.9 54.0 54.1 54.2 54.3 54.4 54.5 54.6 54.7 54.8 54.9 55.0 55.1 55.2 55.3 55.4 55.5 55.6 55.7 55.8 55.9 56.0 56.1 56.2 56.3 56.4 56.5 56.6 56.7 56.8 56.9 57.0 57.1 57.2 57.3 57.4 57.5 57.6 57.7 57.8 57.9 58.0 58.1 58.2 58.3 58.4 58.5 58.6 58.7 58.8 58.9 59.0 59.1 59.2 59.3 59.4 59.5 59.6 59.7 59.8 59.9 60.0 60.1 60.2 60.3 60.4 60.5 60.6 60.7 60.8 60.9 61.0 61.1 61.2 61.3 61.4 61.5 61.6 61.7 61.8 61.9 62.0 62.1 62.2 62.3 62.4 62.5 62.6 62.7 62.8 62.9 63.0 63.1 63.2 63.3 63.4 63.5 63.6 63.7 63.8 63.9 64.0 64.1 64.2 64.3 64.4 64.5 64.6 64.7 64.8 64.9 65.0 65.1 65.2 65.3 65.4 65.5 65.6 65.7 65.8 65.9 66.0 66.1 66.2 66.3 66.4 66.5 66.6 66.7 66.8 66.9 67.0 67.1 67.2 67.3 67.4 67.5 67.6 67.7 67.8 67.9 68.0 68.1 68.2 68.3 68.4 68.5 68.6 68.7 68.8 68.9 69.0 69.1 69.2 69.3 69.4 69.5 69.6 69.7 69.8 69.9 70.0 70.1 70.2 70.3 70.4 70.5 70.6 70.7 70.8 70.9 71.0 71.1 71.2 71.3 71.4 71.5 71.6 71.7 71.8 71.9 72.0 72.1 72.2 72.3 72.4 72.5 72.6 72.7 72.8 72.9 73.0 73.1 73.2 73.3 73.4 73.5 73.6 73.7 73.8 73.9 74.0 74.1 74.2 74.3 74.4 74.5 74.6 74.7 74.8 74.9 75.0 75.1 75.2 75.3 75.4 75.5 75.6 75.7 75.8 75.9 76.0 76.1 76.2 76.3 76.4 76.5 76.6 76.7 76.8 76.9 77.0 77.1 77.2 77.3 77.4 77.5 77.6 77.7 77.8 77.9 78.0 78.1 78.2 78.3 78.4 78.5 78.6 78.7 78.8 78.9 79.0 79.1 79.2 79.3 79.4 79.5 79.6 79.7 79.8 79.9 80.0 80.1 80.2 80.3 80.4 80.5 80.6 80.7 80.8 80.9 81.0 81.1 81.2 81.3 81.4 81.5 81.6 81.7 81.8 81.9 82.0 82.1 82.2 82.3 82.4 82.5 82.6 82.7 82.8 82.9 83.0 83.1 83.2 83.3 83.4 83.5 83.6 83.7 83.8

LEVELS OF SERVICE

The capacity analyses performed by ATE included use of the Critical Movement Summations (CMS) technique. The following discussion describes the levels of service corresponding to the various traffic conditions and to specific critical lane volumes.

The ability of a highway system to carry traffic is expressed in terms of its "service level" at critical locations, usually intersections. Service levels are defined as follows:

- "A" Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
- "B" Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- "C" Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
- "D" Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
- "E" Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
- "F" Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

The following table lists the CMS ranges² used in determining service levels:

² "Critical Movement Analysis (Draft Report)," JHK and Associates, 1979.



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Although "level of service" was originally intended as a measure of the type of operation over a distance, it has been recognized that intersections are the primary restrictors of capacity on urban arterials, and that the originally defined values of speed versus distance did not apply to point locations. Since level of service is described in terms of driver satisfaction, it is for intersections now usually related to congestion or delay. Intersection service levels are now commonly calculated by the Critical Movement Analysis technique,⁽²⁾ which relates the sum of existing or expected conflicting traffic movements to a maximum value in order to determine a volume/capacity ratio and corresponding service level. The method provides an acceptably accurate measure of intersection performance, provided it is remembered that overall route level of service may be affected or controlled by other conditions or phenomena in addition to intersection performance. The following table contains numerical definitions of Intersection Level of Service ranges:

Intersection Level of Service Ranges

I. Level of Service - by V/C Ratio and Delay Range

Level of Service	V/C Ratio	Delay Range (Sec. per Veh.)
A.....	0.00 - 0.60	0 - 16.0
B.....	0.61 - 0.70	16.1 - 22.0
C.....	0.71 - 0.80	22.0 - 28.0
D.....	0.81 - 0.90	28.0 - 35.0
E (capacity)	0.91 - 1.00	35.0 - 40.0
F -	variable	40.1 or greater

II. Level of Service - Maximum Sum of Critical Lane Volumes, By Signal Phasing Type

Sum of Critical Lane Volumes, pcph

Level of Service	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----not applicable-----		

(2) "Interim Materials on Highway Capacity", Transportation Research Circular No. 212, Transportation Research Board, Washington, D.C.



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DISCUSSION OF UNSIGNALIZED INTERSECTION LEVEL OF SERVICE METHODS OF CALCULATION

The original concept of "Level of Service", as applied to Urban Arterials, was based on examination of four elements(1):

AVERAGE OVERALL TRAVEL SPEED

VOLUME TO CAPACITY RATIO:

- a. Most Critical Point
- b. Each Subsection
- c. Entire Section

It has long been recognized that at-grade intersections are the principal elements limiting the flow of traffic on urban streets. The methods to calculate intersection capacity contained in the Highway Capacity Manual apply primarily to signalized intersections, since it was assumed that any intersection with lesser controls would be signalized when traffic volumes so warranted. While extensive work has been done in refining signalized intersection methods of calculation since 1960, it was not until publication in 1980 of "Interim Materials on Highway Capacity", Transportation Research Circular 212, that an analysis tool was presented for unsignalized intersections.

Unfortunately, when ATE began applying this method to existing intersections, it became apparent that under certain conditions the calculated Level of Service and associated delay did not agree with our visual observations of intersection operation. At the intersection of the Northbound U.S. 101 Off-Ramp and Donovan Road, a 1981 observation was calculated to be at Level of Service E, with very long delay for off-ramp traffic, when observation indicated an average delay per vehicle of 26 seconds. More recently, at the intersection of Love Place and Hollister Avenue in Goleta, the unsignalized Level of Service was calculated at E, whereas a delay study indicated average delay per vehicle was only 10.2 seconds. Since delay seems to be emerging as the principal determinant of intersection Level of Service, it is believed that the values contained in the Critical Movement Analysis (Signalized Inter-

(1) Highway Capacity Manual, Highway Research Board, Special Report 87, 1965.



DISCUSSION OF UNSIGNALIZED LOS

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sections) portion of Circular 212, which relate delay to Level of Service, should be utilized for estimating intersection Levels of Service using average stopped time delay at unsignalized intersections. Table 7 is reproduced here for reference:

TABLE 7
DELAY AND LEVEL OF SERVICE

Level of Service	Typical V/C Ratio	Delay Range(a) (secs. per veh.)
A	0.00 - 0.60	0.0 - 16.0
B	0.61 - 0.70	16.1 - 22.0
C	0.71 - 0.80	22.1 - 28.0
D	0.81 - 0.90	28.1 - 35.0
E	0.91 - 1.00	35.1 - 40.0
F	Varies	40.1 or greater

(a) Measured as "stopped delay" as described in Ref. (17). Delay values relate to the mean stopped delay incurred by all vehicles entering the intersection. Note that traffic signal coordination effects are not considered and could drastically alter the delay range for a given V/C ratio.

Source: W. R. Reilly (NCHRP Project 3-28), based on a synthesis of various data.



CITY OF SAN BUENAVENTURA
INTERSECTION THRESHOLDS OF SIGNIFICANCE
FOR TRAFFIC IMPACT STUDIES

LOS	THRESHOLD CRITERIA	GUIDELINES BASED ON PROJECTED TRIPS GENERATED FROM A PROJECT	
	PEAK HOUR TRIPS ADDED TO CRITICAL MOVEMENTS	PROJECT PEAK HOUR TRIP GENERATION	PROJECT PEAK HOUR TRIPS ENTERING A CRITICAL INTERSECTION
A	>150	500-1200	300-600
B	>75	250-900	150-300
C	>45	150-540	90-180
D	>15	50-180	30-60
E	>10	30-120	20-40
F	>5	15-60	10-20

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'A'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Community Center	4,990	1.00	40.00	200	1.10	5	3.64	18	5.00	25
2. Admin. Offices	4,990	1.00	25.00	125	2.80	14	3.07	15	2.90	14
3. Inst./Commerical	10,000	1.00	40.70	407	1.02	10	2.78	28	4.97	50
4. Inst./Commerical	8,738	1.00	40.70	356	1.02	9	2.78	24	4.97	43
5. Inst./Commerical	1,217	1.00	40.70	50	1.02	1	2.78	3	4.97	6
6. Inst./Commerical	1,048	1.00	40.70	43	1.02	1	2.78	3	4.97	5
7. Inst./Commerical	772	1.00	40.70	31	1.02	1	2.78	2	4.97	4
Total:				1,212		41		93		147
<Existing To Be Removed>										
1. Fast Food	110	1.00	530.00	58	26.00	3	57.00	6	57.00	6
2. Retail	9,000	1.00	40.70	366	1.02	9	2.78	25	4.97	45
Total:				424		12		31		51
Net Changes:				788		29		62		96

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'B'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Apartments	9	1.00	6.00	54	0.50	5	0.29	3	0.66	6
2. Apartments	12	1.00	6.00	72	0.50	6	0.29	3	0.66	8
3. Apartments	7	1.00	6.00	42	0.50	4	0.29	2	0.66	5
4. Apartments	2	1.00	6.00	12	0.50	1	0.29	1	0.66	1
5. Apartments	1	1.00	6.00	6	0.50	1	0.29	0	0.66	1
6. Apartments	4	1.00	6.00	24	0.50	2	0.29	1	0.66	3
Total:				210		19		10		24
<Existing To Be Removed>										
1. Commercial	5,000	1.00	40.70	204	1.02	5	2.78	14	4.97	25
Apartments	13	1.00	6.00	78	0.50	7	0.29	4	0.66	9
Total:				282		12		18		34
Net Changes:				(72)		7		(8)		(10)

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'C'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. No New Uses										
Total:				0		0		0		0
<Existing To Be Removed>										
1. None										
Total:				0		0		0		0
Net Changes:				0		0		0		0

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'D'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
6. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
Total:				326		8		22		40
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:				326		8		22		40

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'E'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	25,000	1.00	60.00	1,500	1.30	33	4.09	102	4.50	113
2. Office	32,000	1.00	25.00	800	2.80	90	3.07	98	2.90	93
Total:				2,300		123		200		206
<Existing To Be Removed>										
1. Car Wash	4	1.00	108.00	432	6.00	24	11.02	44	5.00	20
2. Animal Hospital	1,998	1.00	45.00	90	4.00	8	3.74	7	5.00	10
3. R&D Office	1,950	1.00	6.00	12	1.30	3	0.74	1	1.00	2
4. Sporting Goods	3,150	1.00	40.70	128	1.02	3	2.78	9	4.97	16
5. Retail Clothing	1,400	1.00	40.70	57	1.02	1	2.78	4	4.97	7
6. Mixed-Commercial	3,000	1.00	40.70	122	1.02	3	2.78	8	4.97	15
7. Auto Repair	1,775	1.00	60.00	107	0.50	1	4.20	7	0.60	1
8. Auto Detail	900	1.00	60.00	54	0.50	0	4.20	4	0.60	1
9. Wonder Bread	1,877	1.00	4.00	8	0.80	2	0.36	1	0.80	2
10. Wholesale	12,500	1.00	3.00	38	0.20	3	0.27	3	0.30	4
11. Single Family	4	1.00	11.00	44	0.77	3	0.60	2	1.10	4
Total:				1,092		51		90		82
Net Changes:				1,208		72		110		124

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'F'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	5,208	1.00	40.70	212	1.02	5	2.78	14	4.97	26
2. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
3. Office	11,625	1.00	25.00	291	2.80	33	3.07	36	2.90	34
4. Gen. Commercial	3,025	1.00	40.70	123	1.02	3	2.78	8	4.97	15
5. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
6. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
7. Gen. Commercial	2,170	1.00	40.70	88	1.02	2	2.78	6	4.97	11
Total:				978		49		82		119
<Existing To Be Removed>										
1. Lt. Industrial	3,000	1.00	7.00	21	1.00	3	0.63	2	1.00	3
2. Single Family	3	1.00	11.00	33	0.77	2	0.60	2	1.10	3
3. Theatre	250	1.00	1.80	450	0.00	0	0.06	15	0.15	38
4. Camper Sales	850	1.00	47.50	40	4.00	3	3.33	3	4.50	4
Total:				544		8		22		48
Net Changes:				434		41		60		71

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'G'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	9,338	1.00	40.70	380	1.02	10	2.78	26	4.97	46
2. Gen. Commercial	15,000	1.00	40.70	611	1.02	15	2.78	42	4.97	75
Total:				991		25		68		121
<Existing To Be Removed>										
1. Office	13,206	1.00	25.00	330	2.80	37	3.07	41	2.90	38
Total:				330		37		41		38
Net Changes:				661		(12)		27		83

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'H'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	3,720	1.00	40.70	151	1.02	4	2.78	10	4.97	18
2. Industrial	14,520	1.00	7.00	102	1.00	15	0.63	9	1.00	15
3. Industrial	1,680	1.00	7.00	12	1.00	2	0.63	1	1.00	2
4. Industrial	5,600	1.00	7.00	39	1.00	6	0.63	4	1.00	6
Total:				304		27		24		41
<Existing To Be Removed>										
1. Res. Apartments	2	1.00	6.00	12	0.50	1	0.29	1	0.66	1
2. Industrial	800	1.00	7.00	6	1.00	1	0.63	1	1.00	1
3. Industrial	8,000	1.00	7.00	56	1.00	8	0.63	5	1.00	8
Total:				74		10		7		10
Net Changes:										
				230		17		17		31

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'I'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Industrial	6,819	1.00	7.00	48	1.00	7	0.63	4	1.00	7
2. Industrial	3,340	1.00	7.00	23	1.00	3	0.63	2	1.00	3
Total:				71		10		6		10
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:										
				71		10		6		10

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'J'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Res. Condominiums	180	1.00	8.00	1,440	0.70	126	0.34	61	0.87	157
Total:				1,440		126		61		157
<Existing To Be Removed>										
1. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
2. Industrial	110,000	1.00	7.00	770	1.00	110	0.63	69	1.00	110
Total:				781		111		70		111
Net Changes:				659		15		(9)		46

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'K'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Lt. Industrial	5,149	1.00	7.00	36	1.00	5	0.63	3	1.00	5
2. Lt. Industrial	2,720	1.00	7.00	19	1.00	3	0.63	2	1.00	3
3. Lt. Industrial	1,680	1.00	7.00	12	1.00	2	0.63	1	1.00	2
Total:				67		10		6		10
<Existing To Be Removed>										
1. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
Total:				11		1		1		1
Net Changes:				56		9		5		9

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'L'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	40,000	1.00	60.00	2,400	1.30	52	4.09	164	4.50	180
2. Residential Condos	68	1.00	8.00	544	0.70	48	0.34	23	0.87	59
Total:				2,944		100		187		239
<Existing To Be Removed>										
1. Moving/Storage	31,416	1.00	3.00	94	0.20	6	0.25	8	0.30	9
2. Boat Manuf.	6,762	1.00	4.00	27	0.80	5	0.36	2	0.80	5
3. Auto Body Shop	32,000	1.00	30.95	990	2.32	74	1.95	62	2.79	89
4. Furniture Repair	4,000	1.00	6.00	24	0.20	1	0.70	3	0.50	2
5. Auto Upholstery	3,364	1.00	60.00	202	5.00	17	4.20	14	6.00	20
6. Industrial	6,000	1.00	7.00	42	1.00	6	0.63	4	1.00	6
Total:				1,379		109		93		131
Net Changes:				1,565		(9)		94		108

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'M'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Commercial	19,000	1.00	60.00	1,140	1.30	25	4.09	78	4.50	86
2. Residential Condos	58	1.00	8.00	464	0.70	41	0.34	20	0.87	50
Total:				1,604		66		98		136
<Existing To Be Removed>										
1. School Bus Yard	NA	1.00	NA	100	NA	10	NA	5	NA	20
2. Med. Office	126	1.00	45.00	6	4.00	1	3.74	0	5.00	1
3. Attorney's Office	3,000	1.00	25.00	75	2.80	8	3.07	9	2.90	9
4. Attorney's Office	140	1.00	25.00	4	2.80	0	3.07	0	2.90	0
5. Furniture Sales	662	1.00	6.00	4	0.20	0	0.70	0	0.50	0
6. Antique Sales	720	1.00	6.00	4	0.20	0	0.70	1	0.50	0
Total:				193		19		15		30
Net Changes:				1,411		47		83		106

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'N'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Residential Condos	70	1.00	8.00	560	0.70	49	0.34	24	0.87	61
Total:				560		49		24		61
<Existing To Be Removed>										
1. Hair Salon	882	1.00	74.00	65	1.70	1	5.90	5	6.20	5
2. Residential Apts	4	1.00	6.00	24	0.50	2	0.29	1	0.66	3
3. Office	1,000	1.00	25.00	25	2.80	3	3.07	3	2.90	3
Total:				114		6		9		11
Net Changes:				446		43		15		50

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'O'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	1,800	1.00	74.00	133	1.70	3	5.90	11	6.20	11
2. Gen. Commercial	5,464	1.00	74.00	404	1.70	9	5.90	32	6.20	34
3. Gen. Commercial	4,592	1.00	74.00	340	1.70	8	5.90	27	6.20	28
4. Gen. Commercial	2,313	1.00	74.00	171	1.70	4	5.90	14	6.20	14
5. Gen. Commercial	8,240	1.00	74.00	610	1.70	14	5.90	49	6.20	51
6. Gen. Commercial	2,003	1.00	74.00	148	1.70	3	5.90	12	6.20	12
7. Gen. Commercial	1,020	1.00	74.00	75	1.70	2	5.90	6	6.20	6
8. Gen. Commercial	2,224	1.00	74.00	165	1.70	4	5.90	13	6.20	14
9. Gen. Commercial	3,184	1.00	74.00	236	1.70	5	5.90	19	6.20	20
10. Gen. Commercial	3,309	1.00	74.00	245	1.70	6	5.90	20	6.20	21
11. Gen. Commercial	5,145	1.00	74.00	381	1.70	9	5.90	30	6.20	32
Total:				2,908		67		233		243
<Existing To Be Removed>										
1. Auto Repair	13,200	1.00	60.00	792	5.00	66	4.20	55	6.00	79
2. Blueprint Service	3,400	1.00	74.00	252	1.70	6	5.90	20	6.20	21
3. Office	150	1.00	25.00	4	2.80	0	3.07	0	2.90	0
5. Retail	1,000	1.00	74.00	74	1.70	2	5.90	6	6.20	6
6. Contractor's Off.	1,300	1.00	25.00	33	1.70	2	3.07	4	6.20	8
7. Retail	386	1.00	74.00	29	1.70	1	5.90	2	6.20	2
8. High Turn. Rest.	386	1.00	200.00	77	20.00	8	18.20	7	20.00	8
9. Auto Parts Store	3,310	1.00	74.00	245	1.70	6	5.90	20	6.20	21
Total:				1,506		91		114		145
Net Changes:				1,402		(24)		119		98

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'P'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	14,576	1.00	40.70	593	1.02	15	2.78	41	4.97	72
2. Gen. Commercial	4,000	1.00	40.70	163	1.02	4	2.78	11	4.97	20
3. Gen. Commercial	11,000	1.00	40.70	448	1.02	11	2.78	31	4.97	55
Total:				1,204		30		83		147
<Existing To Be Removed>										
1. Gen. Commercial	5,100	1.00	40.70	208	1.02	5	2.78	14	4.97	25
8. Warehouse	4,000	1.00	5.00	20	0.60	2	0.53	2	1.60	6
Total:				228		7		16		31
Net Changes:				976		23		67		116

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'O'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
2. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
3. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
4. Res. Apartments	6	1.00	6.00	36	0.50	3	0.29	2	0.66	4
5. Res. Apartments	21	1.00	6.00	126	0.50	11	0.29	6	0.66	14
6. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
7. Res. Apartments	5	1.00	6.00	30	0.50	3	0.29	1	0.66	3
Total:				312		29		13		33
<Existing To Be Removed>										
1. Office	1,800	1.00	25.00	45	2.80	5	3.07	6	2.90	5
2. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
3. Res. SFD	2	1.00	11.00	22	0.77	2	0.60	1	1.10	2
4. Res. SFD	4	1.00	11.00	44	0.77	3	0.60	2	1.10	4
5. Res. Apartments	20	1.00	6.00	120	0.50	10	0.29	6	0.66	13
6. Res. SFD	1	1.00	11.00	11	0.77	1	0.60	1	1.10	1
Total:				253		22		17		26
Net Changes:				59		7		(4)		7

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'R'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	12,820	1.00	40.70	522	1.02	13	2.78	36	4.97	64
2. Gen. Commercial	10,536	1.00	40.70	429	1.02	11	2.78	29	4.97	52
3. Gen. Commercial	7,110	1.00	40.70	289	1.02	7	2.78	20	4.97	35
Total:				1,240		31		85		151
<Existing To Be Removed>										
1. Industrial	4,000	1.00	7.00	28	1.00	4	0.63	3	1.00	4
2. Warehouse	5,000	1.00	5.00	25	0.60	3	0.53	3	0.60	3
Total:				53		7		6		7
Net Changes:				1,187		24		79		144

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'S'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:				0		0		0		0

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'T'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Gen. Commercial	200	1.00	40.70	8	1.02	0	2.78	1	4.97	1
2. Gen. Commercial	1,506	1.00	40.70	61	1.02	2	2.78	4	4.97	7
Total:				69		2		5		8
<Existing To Be Removed>										
1. None	0	1.00	0.00	0	0.00	0	0.00	0	0.00	0
Total:				0		0		0		0
Net Changes:				69		2		5		8

Ventura Downtown Redevelopment Project - Trip Generation Calculations

B L O C K 'U'

Land Uses	Size	Multi-Trip Factor	ADT Rate	ADT	A.M. Rate	A.M. Trips	Noon Rate	Noon Trips	P.M. Rate	P.M. Trips
<Proposed Uses>										
1. Hotel	200	1.00	8.00	1,600	0.70	140	0.79	158	0.70	140
Total:				1,600		140		158		140
<Existing To Be Removed>										
1. Industrial	37,462	1.00	7.00	262	1.00	37	0.63	24	1.00	37
Total:				262		37		24		37
Net Changes:				1,338		103		134		103

TRIP GENERATION RATES
EXHIBIT "A"

LAND USE	UNIT	DAILY VEHICLE TRIP ENDS	PEAK HOUR AM PEAK	TRIP ENDS PM PEAK	AM PEAK		PM PEAK	
					IN	OUT	IN	OUT
RESIDENTIAL								
Single Family	DU	11.0	0.77	1.10	30%	70%	70%	30%
Condominiums	DU	8.0	0.70	0.87	20%	80%	70%	30%
Apartments	DU	6.0	0.50	0.66	20%	80%	70%	30%
Mobile Home	DU	5.0	0.40	0.50	30%	70%	70%	30%
R.V. Park	Space	4.0	0.20	0.25	20%	80%	70%	30%
Retirement Community	DU	3.0	0.40	0.40	50%	50%	50%	50%
COMMERCIAL								
Walk-in Bank	1000 SF	200.0	8.0	20.0	70%	30%	40%	60%
Drive-in Bank	1000 SF	300.0	7.0	50.0	60%	40%	50%	50%
Walk-in S & L	1000 SF	60.0	1.2	5.5	70%	30%	40%	60%
Drive-in S & L	1000 SF	100.0	3.0	10.0	70%	30%	40%	60%
Neighborhood Shopping (less than 10,000 SF)	1000 SF	160.0	5.0	18.0	60%	40%	50%	50%
Community Shopping (more than 10,000 SF)	1000 SF	95.0	2.3	9.0	60%	40%	50%	50%
Strip Commercial (more than 50,000 SF)	1000 SF	74.0	1.7	6.2	60%	40%	50%	50%
Regional Shopping (more than 200,000 SF)	1000 SF	60.0	1.3	4.5	70%	30%	50%	50%
Grocery Store	1000 SF	125.0	1.0	10.0	70%	30%	50%	50%
16-Hour Convenience Store	1000 SF	800.0	70.0	70.0	50%	50%	50%	50%
Discount Store	1000 SF	71.0	0.8	6.0	60%	40%	50%	50%
Furniture Store	1000 SF	6.0	0.2	0.5	60%	40%	50%	50%
Lumber Store	1000 SF	30.0	2.0	2.8	60%	40%	50%	50%
Hardware/Paint Store	1000 SF	50.0	1.0	5.0	60%	40%	50%	50%
Auto Sales	1000 SF	47.5	4.0	4.5	40%	60%	40%	60%
Nursery	Acre	85.0	3.0	9.0	60%	40%	50%	50%
Vehicle Repair	1000 SF	60.0	5.0	6.0	60%	40%	40%	60%
Automatic Car Wash	Employee	33.0	1.5	3.3	50%	50%	50%	50%
Self Car Wash	Stall	108.0	6.0	5.0	50%	50%	50%	80%
Bowling Alley	Lane	30.0	2.1	3.0	70%	30%	40%	60%
Gas Station	Pump	130.0	8.0	16.0	50%	50%	50%	50%
Racquet Club	Court	45.0	1.5	4.0	70%	30%	50%	50%



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TRIP GENERATION RATES
EXHIBIT "A"

Page 2

LAND USE	UNIT	DAILY VEHICLE TRIP ENDS	PEAK HOUR AM PEAK	TRIP ENDS PM PEAK	AM PEAK		PM PEAK	
					IN	OUT	IN	OUT
Health Club	1000 SF	40.0	1.6	3.6	60%	40%	60%	40%
Theatres (multiplex)	Seat	1.8	0.0	0.15	0%	0%	70%	30%
Quality Restaurant	1000 SF	100.0	1.0	8.0	90%	10%	70%	30%
Sit Down High Turnover	1000 SF	200.0	20.0	20.0	50%	50%	60%	40%
Fast Food (w D/thru)	1000 SF	530.0	26.0	57.0	60%	40%	40%	60%
OFFICES								
Small Office (less than 50,000 SF)	1000 SF	25.0	2.8	2.9	90%	10%	20%	80%
Medium Offices (more than 50,000 SF)	1000 SF	17.0	2.2	2.2	90%	10%	20%	80%
Large Office (more than 200,000 SF)	1000 SF	10.4	1.7	1.6	90%	10%	20%	80%
Office Park	1000 SF	11.4	1.8	1.5	90%	20%	10%	90%
Business Parks	1000 SF	12.5	1.5	1.4	80%	20%	20%	80%
Research & Development	1000 SF	6.0	1.3	1.0	90%	10%	10%	90%
Government Office	1000 SF	60.0	5.5	7.0	90%	10%	30%	70%
Post Office	1000 SF	180.0	10.5	12.0	50%	50%	50%	50%
DMV	1000 SF	180.0	5.0	10.0	60%	40%	40%	60%
Medical Office	1000 SF	45.0	4.0	5.0	60%	40%	30%	70%
Insurance Office	1000 SF	11.5	2.4	2.4	70%	30%	30%	70%
INDUSTRIAL								
Industrial/Industrial Park	1000 SF	7.0	1.0	1.0	80%	20%	20%	80%
Manufacturing	1000 SF	4.0	0.8	0.8	90%	10%	50%	50%
Warehouse	1000 SF	5.0	0.6	1.6	70%	30%	40%	60%
Mini-warehouse/Storage	1000 SF	3.0	0.2	0.30	50%	50%	50%	50%
LODGING								
Hotel (with Conventions)	Room	8.7	0.7	0.7	60%	40%	50%	50%
Hotel (without Conventions)	Room	8.0	0.6	0.6	60%	40%	60%	40%
Motel	Room	10.0	0.7	0.6	40%	60%	50%	50%
Health Club	1000 SF	40.0	1.6	3.6	60%	40%	60%	40%



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TRIP GENERATION RATES
EXHIBIT "A"

Page 3

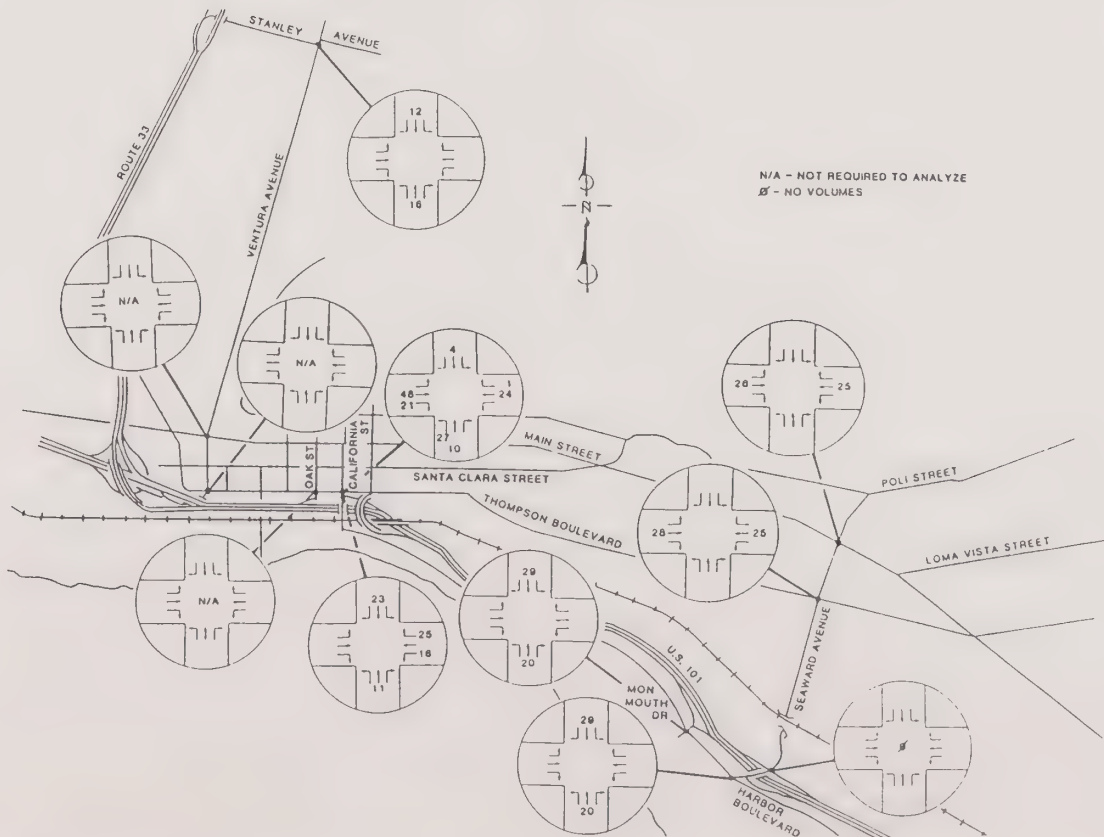
LAND USE	UNIT	DAILY VEHICLE TRIP ENDS	PEAK HOUR AM PEAK	TRIP ENDS PM PEAK	AM PEAK		PM PEAK	
					IN	OUT	IN	OUT
EDUCATION								
University	Student	2.5	0.25	0.24	90%	10%	30%	70%
Law School	Student	2.5	0.40	0.25	90%	10%	30%	70%
College	Student	1.5	0.18	0.12	90%	10%	30%	70%
High School	Student	1.4	0.40	0.05	65%	35%	30%	70%
Junior High	Student	1.0	0.24	0.07	70%	30%	30%	70%
Elementary	Student	1.0	0.30	0.01	60%	40%	30%	70%
Day Care Center	1000 SF	60.0	11.0	12.00	50%	50%	50%	50%
HOSPITALS								
General	Bed	12.0	1.00	1.20	80%	20%	40%	60%
Convalescent	Bed	3.0	0.15	0.24	80%	20%	30%	70%
RECREATION								
City/Neighborhood Park	Acre	5.0	0.2	0.4	50%	50%	50%	50%
Golf Course	Acre	8.0	0.3	0.4	80%	20%	30%	70%
Tennis Court	Court	30.0	1.2	3.3	50%	50%	50%	50%
Marina	Berth	4.0	0.3	0.4	50%	50%	30%	70%
Outdoor Stadium	Acre	50.0						
Indoor Arena	Acre	30.0						
Race Track	Acre	80.0						
Campground	Campsite	8.0	0.4	0.8	30%	70%	70%	30%
Ocean Beach	1000 LF	56.0	-	0.6	-	-	40%	60%
INSTITUTIONAL/RELIGIOUS								
Churches	1000 SF	8.0	0.1	0.6	70%	30%	50%	50%
Libraries	1000 SF	40.0	1.1	5.0	70%	30%	50%	50%
Cemeteries	Acre	5.0	-	-	-	-		

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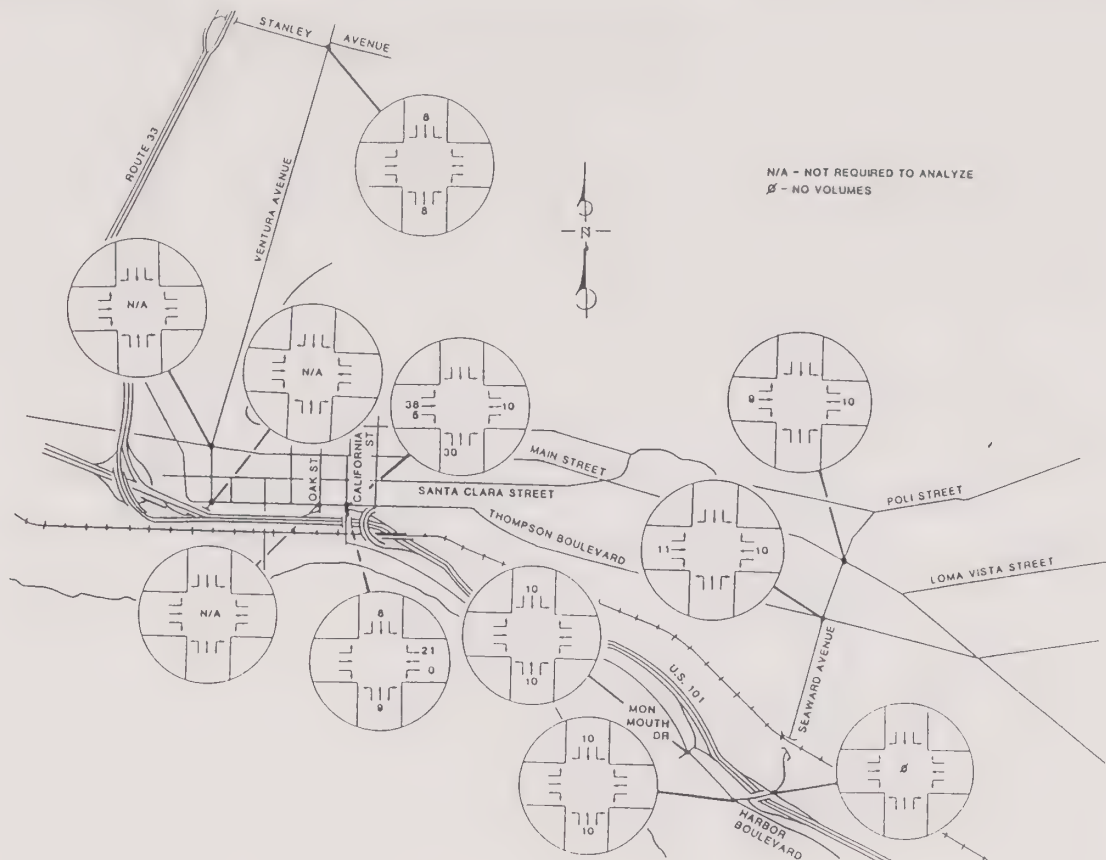
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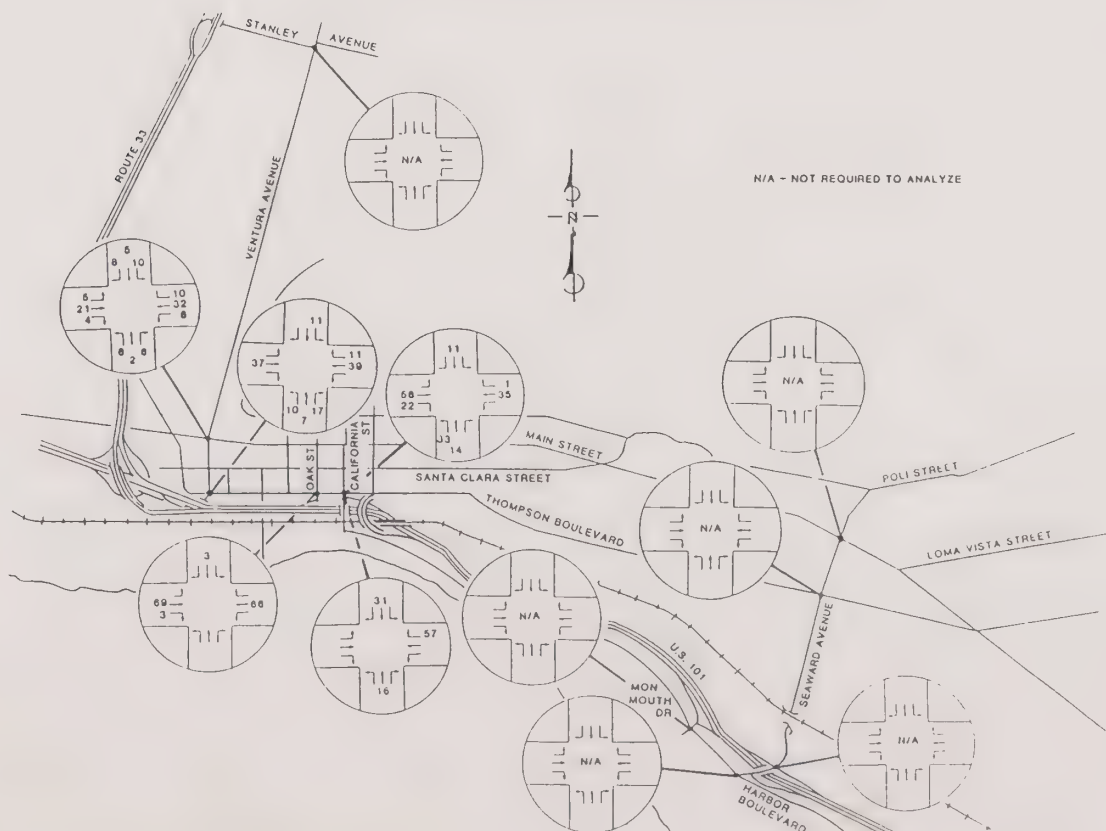
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PHASE I
A.M. PEAK HOUR VOLUMES



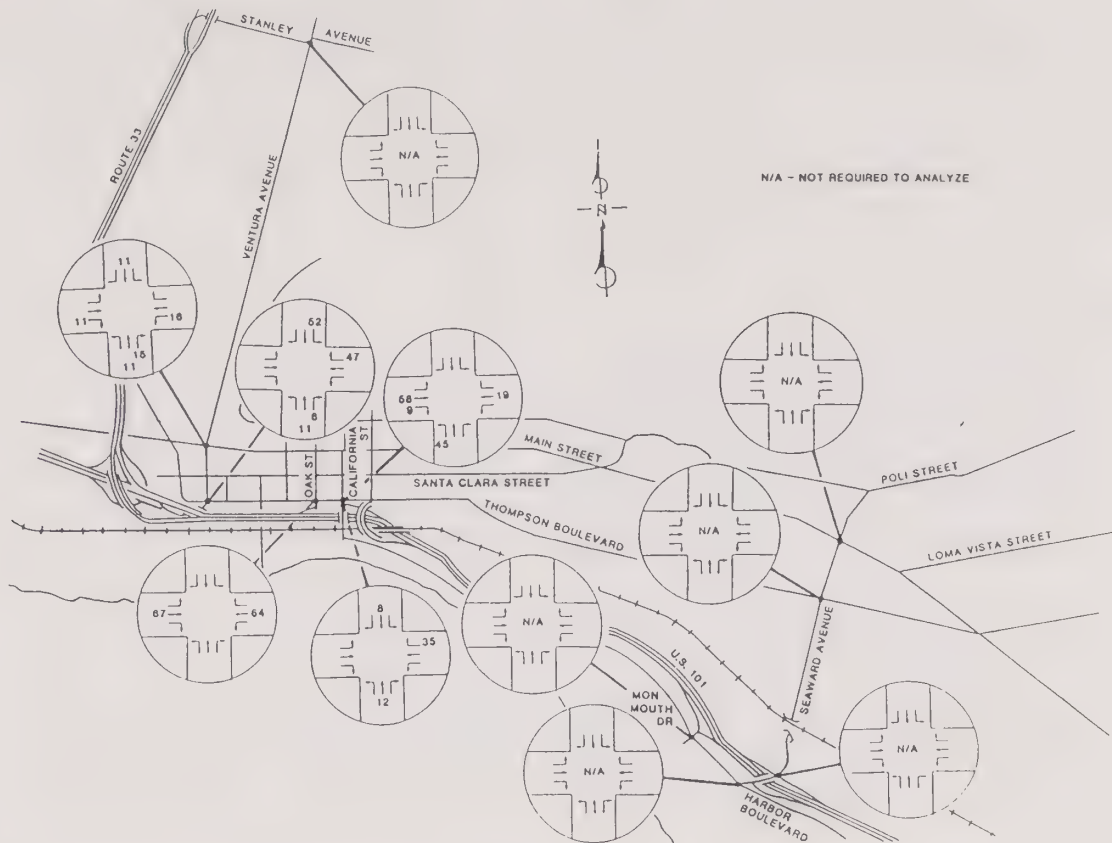
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PHASE II
A.M. PEAK HOUR VOLUMES



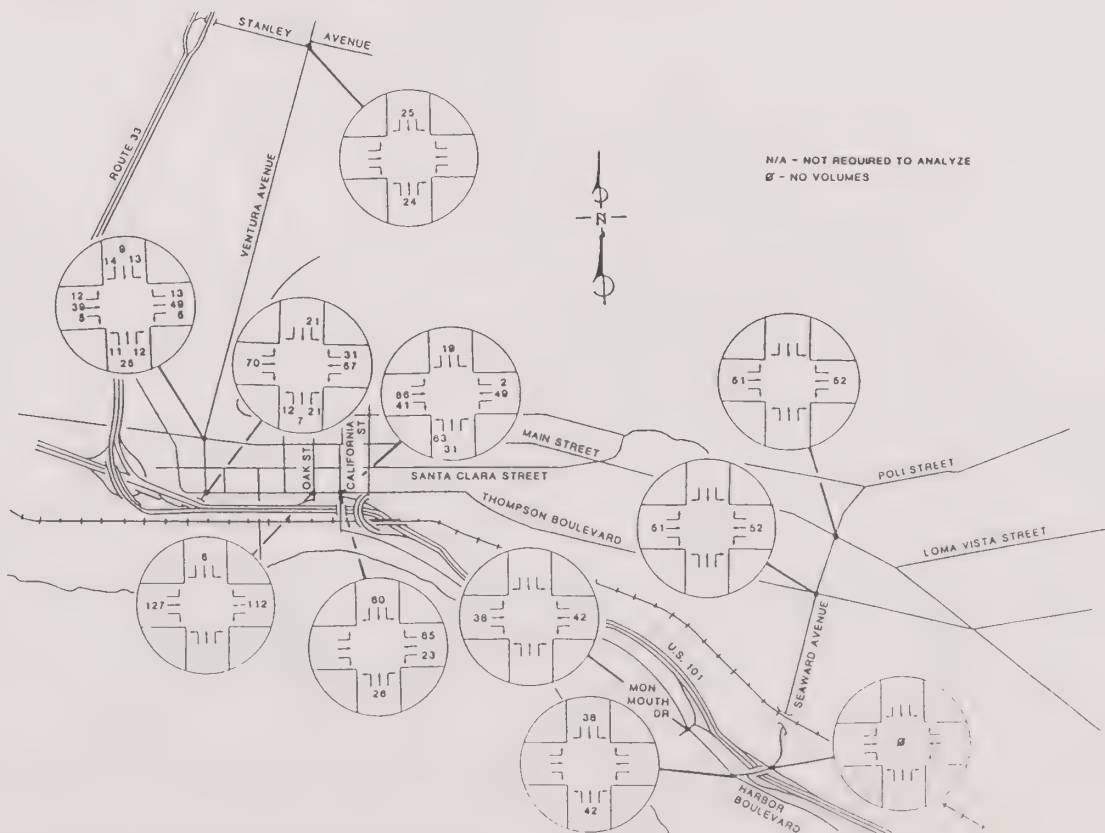
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PHASE I
NOON PEAK HOUR VOLUMES



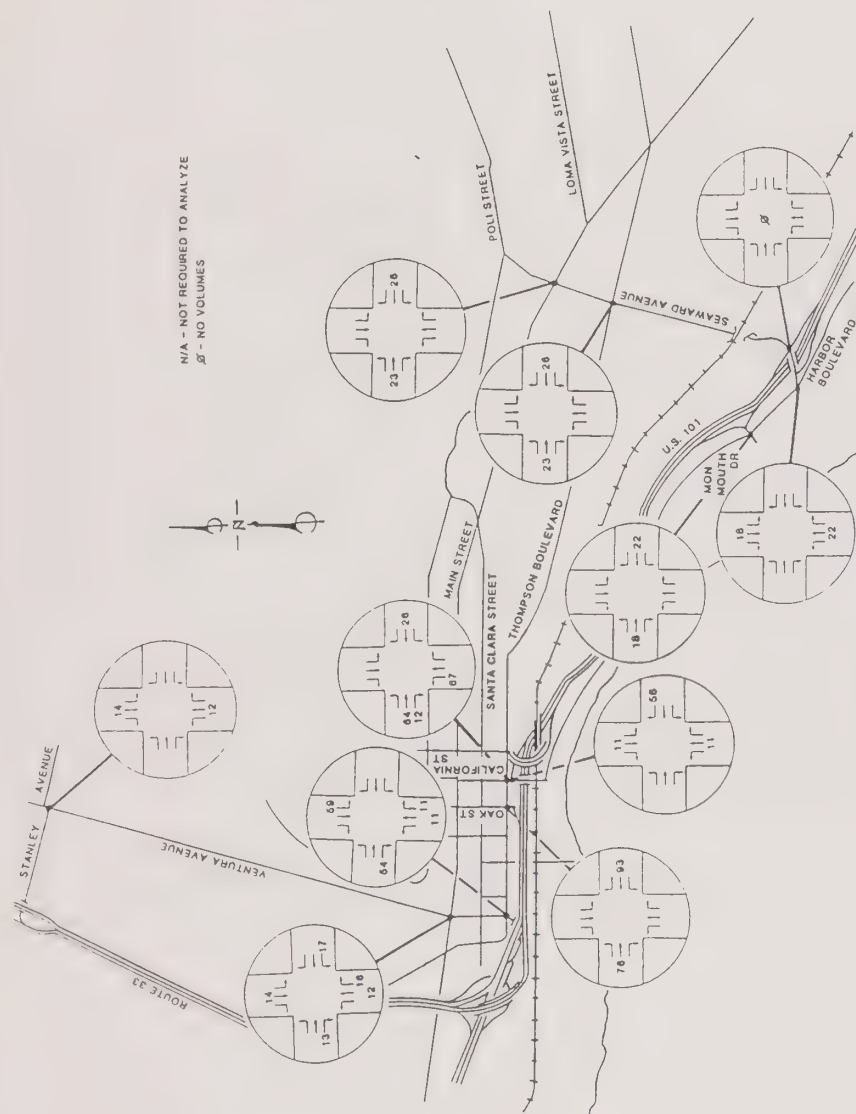
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PHASE II NOON PEAK HOUR VOLUMES



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PHASE I P.M. PEAK HOUR VOLUMES



PHASE II

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TABLE 1

ROAD IMPROVEMENTS FUNDED BY
TRAFFIC MITIGATION FEES

No	ROAD NAME	ROAD LIMITS	TOTAL EST. CONST. COST	COMMENTS
1	Kimball Road	North Bank Drive to Telephone Road	\$ 3,850,000	Add 4 lane road
2	Kimball Road	Foothill Road to Telegraph Road	\$ 804,000	Realign intersection and widen to major street
3	Kimball Road	North Bank Drive to U.S. 1	\$12,280,000	Construct bridge over river to U.S. 101
4	North Bank Drive	Johnson Drive to Kimball Road	\$ 2,850,000	Construct new major street
5	Johnson Drive	Thille Street to Telegraph Road	\$ 4,025,000	Construct 4 lane road with Hwy 126 overcrossing
6	Olivas Park Drive	Golf Course Drive to U.S. 101	\$ 4,650,000	Construct new major 6 lane street
7	Wells Road	S.R. 126 to Telegraph	\$ 1,271,000	Widen to 4 lane major street
8	Telephone Road	Cachuma Avenue to Wells Road	\$ 2,883,000	Widen to 4 lane major street
9	Telephone Road	McGrath Street to Olivas Park Drive	\$ 3,292,000	Widen to 4 lane with RR overcrossing
10A	Telegraph Road	Harding Avenue to Petit Avenue	\$ 1,924,000	Widen to 4 lane major street
10B	Telegraph Road	Petit Avenue to Pajaro Avenue	\$ 4,200,000	Widen to 4 lane major street
11	Harbor Boulevard	Sanjon Road to San Pedro Street	\$ 758,000	Widen to 4 lane major street
12A	Foothill Road	Agnus Drive to Hamilton Avenue	\$ 2,900,000	Widen to 3 lane street
12B	Foothill Road	Hamilton Avenue to Victoria Avenue	\$ 4,906,000	Widen to 3 lane street
12C	Foothill Road	Victoria Avenue to Kimball Road	\$ 3,457,000	Widen to 3 lane street

* Project will begin by 1990 - May be used as a mitigation for development related impacts

TABLE 1 (CONT)

No	ROAD NAME	ROAD LIMITS	TOTAL EST. CONST. COST	COMMENTS
* 13	Kimball Road	Hwy 126 to Telegraph Road	\$ 1,165,000	Widen to 6 lane street
14	Johnson Drive	Bristol Road to Swan Street	\$ 6,177,000	Widen to 4 lane major street
* 15	Johnson Drive	At U.S. 101	\$ 8,662,000	Reconstruct Inter- change & RR bridge
* 16	Seaward Avenue	At U.S. 101	\$ 3,380,000	Recon. Interchange Widen Seaward brge and Harbor Blvd.
* 17	Kimball Road	At S.R. 126	\$ 4,750,000	Reconstruct Interchange
* 18	Victoria Avenue	At U.S. 101 (Part 1)	\$ 5,110,000	Loop ramps & re- align Valentine
* 19	Victoria Avenue	At Telegraph Road	\$ 285,000	Reconstruct north- bound approach for 4 lanes
20	Main Street	At Telephone Road	\$10,170,000	Widen Telephone Rd u/pass. Construct flyover EB Main
21	Victoria Avenue	At Olivas Park Drive	\$ 2,100,000	Widen Victoria to 6 lanes from U.S. 101-Olivas Park Dr
* 22	Victoria Avenue	At Telephone Road	\$ 1,395,000	Reconstruct to provide dual left turns all apprchs

* Project will begin by 1990 - May be used as a mitigation
for development related impacts

TABLE 2
TRAFFIC IMPROVEMENT PROJECTS
1988-89

LOCATION	DESCRIPTION
* MAIN/DONLOW/U.S. 101	RIGHT TURN LANES ON NB/SB APPROACH
* KIMBALL/TELEPHONE	DOUBLE LEFT EB APPROACH
OLIVAS PARK/VICTORIA	COORDINATE SIGNAL
* JOHNSON DRIVE/NORTH BANK DRIVE	TRIPLE LEFT EB APPROACH
SEAWARD AVENUE/HARBOR BLVD.	DOUBLE LEFT WB/SB APPROACH
KIMBALL ROAD/HIGHWAY 126 SIGNALS	NEW SIGNALS AT RAMPS
OLIVAS PARK DRIVE/ TELEPHONE ROAD	NEW SIGNAL
MAIN STREET/ SEAWARD AVENUE	LEFT TURN LANE ON ALL APPROACHES
TELEGRAPH ROAD TIMING	DEVELOP NEW PLANS
* LOMA VISTA ROAD/ ASHWOOD AVENUE	LEFT TURN LANE ON LOMA VISTA ROAD
THOMPSON BLVD./ FIR STREET TO OAK STREET	LEFT TURN LANE LANE ON THOMPSON
THOMPSON BLVD/ BORCHARD TO ARCADE DRIVE	LEFT TURN LANE ON THOMPSON
* MAIN STREET/ CALIFORNIA STREET	HASTARMS FOR SIGNALS
* SANTA CLARA STREET/ CHESTNUT STREET	HASTARMS FOR SIGNALS
* MAIN STREET/ PALM STREET	HASTARMS FOR SIGNALS

TABLE 2 (Cont'd)

MAIN STREET/ LEMON GROVE STREET	NEW SIGNAL
* ARUNDELL TIMING STUDY	SIGNAL TIMING STUDY
VICTORIA AVENUE SIGNAL INTERCONNECT ACROSS HIGHWAY 126	TO CONNECT WEBSTER TO WOODLAND
* SURVEILLANCE SYSTEM	CENTRAL COMPUTER SYSTEM
* 170 CONTROLLER CHANGEOUTS	TO CONVERT SIGNALS ON MAIN STREET AND LOMA VISTA ROAD

* FUNDED PROJECTS

UNFUNDED
TABLE 3 - FUTURE TRAFFIC IMPROVEMENT PROJECTS

LOCATION	TYPE OF IMPROVEMENT
1. MAIN STREET/HIGHWAY 126	Provide double left turn lane in westbound direction
2. MAIN STREET	Coordinate signals from Santa Clara Street to Telephone Road
3. LOMA VISTA ROAD	Coordinate signals from Main Street to Ashwood Avenue
4. MAIN STREET/CALLENS ROAD	Implement double left turn on westbound approach
5. KIMBALL ROAD/TELEGRAPH ROAD	Provide eastbound right turn overlap
6. JOHNSON DRIVE/N. OF NORTH BANK	Restripe to provide left turn lane
7. U.S. 101/MOHMOUTH WAY	Restripe off-ramp and rephase to provide double left on the southbound U.S. 101 off-ramp approach
8. SANTA CLARA STREET/MAIN STREET	Restripe to provide 1e3ft turn lanes
9. BRISTOL ROAD/JOHNSON DRIVE	Provide southbound left turn lane
10. MAIN STREET/LOMA VISTA ROAD	Restripe to provide double eastbound left turn lane
11. TELEPHONE ROAD/MARKET STREET	Restripe Market Street approaches to provide separate right turn lanes
12. SANJON ROAD/THOMPSON BLVD.	Restripe to provide left turn lanes on Thompson
13. KIMBALL ROAD/TELEPHONE ROAD	Provide westbound right turn lane and overlap
14. VICTORIA AVENUE ISSUE PAPER PROJECTS	Implement projects approved by Ad Hoc Committee
15. META ST.	Install one-way circulation
16. TELEPHONE ROAD/OLIVAS PARK DRIVE	Southbound right turn lane
17. MAIN STREET EAST OF EMMA STREET	Complete third eastbound lane
18. THOMPSON BLVD./MAIN TO VENTURA AVENUE	Convert signals to semi-activated

1. CALIFORNIA STREET/THOMPSON BOULEVARD
2. CALIFORNIA STREET/U.S. 101 NB RAMP
3. VENTURA AVENUE/MAIN STREET
4. VENTURA AVENUE/STANLEY AVENUE
5. MONMOUTH DRIVE/HARBOR BOULEVARD
6. SEAWARD AVENUE/THOMPSON BOULEVARD
7. SEAWARD AVENUE/HARBOR BOULEVARD
8. SEAWARD AVENUE/U.S. 101 NB RAMPS
9. SEAWARD AVENUE/MAIN STREET
10. THOMPSON BOULEVARD/OAK STREET
11. THOMPSON BOULEVARD/U.S. 101 SB RAMP

INTERSECTION LEVEL OF SERVICE CALCULATIONS												
VENTURA DOWNTOWN REDEVELOPMENT PROJECT												
A.M. PEAK HOUR												
N/S STREET: CALIFORNIA STREET						E/W STREET: THOMPSON BLVD.						
=====												
INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	355	418	148	35	88	30	14	497	58	11	270	21
PHASE I:	27	10	0	0	4	0	0	48	21	0	24	1
PHASE II:	30	0	0	0	0	0	0	38	5	0	10	0
CUMULATIVE:	32	3	3	2	0	0	2	24	19	0	30	0
=====												
# OF PHASES:	2											
LANE CONFIG:	L T R			L T TR			LT TR			LT TR		
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING VOLUMES	355	418	148	35	88	30	28	497	58	11	270	21
		*		*			**	**	**	*		
	NORTH - SOUTH CRITICAL VOLUME:						453			CAPACITY: 1600		
	EAST - WEST CRITICAL VOLUME:						303			V/C RATIO:0.47		
	TOTAL CRITICAL VOLUME:						756			LOS 'A'		
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I	382	428	148	35	92	30	28	545	79	11	294	22
		*		*			**	**	**	*		
	NORTH - SOUTH CRITICAL VOLUME:						463			CAPACITY: 1600		
	EAST - WEST CRITICAL VOLUME:						337			V/C RATIO:0.50		
	TOTAL CRITICAL VOLUME:						800			LOS 'A'		
	PROJECT-ADDED CRITICAL TRIPS:						45					
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I & II	412	428	148	35	92	30	28	583	84	11	304	22
		*		*			**	**	**	*		
	NORTH - SOUTH CRITICAL VOLUME:						463			CAPACITY: 1600		
	EAST - WEST CRITICAL VOLUME:						359			V/C RATIO:0.51		
	TOTAL CRITICAL VOLUME:						822			LOS 'A'		
	PROJECT-ADDED CRITICAL TRIPS:						22					
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	444	431	151	37	92	30	32	607	103	11	334	22
		*			**	**	**	**	**	*		
	NORTH - SOUTH CRITICAL VOLUME:						505			CAPACITY: 1600		
	EAST - WEST CRITICAL VOLUME:						382			V/C RATIO:0.55		
	TOTAL CRITICAL VOLUME:						887			LOS 'A'		
=====												
# SHARED LEFT-THROUGH PCE PENALTY ADDED												

#2	INTERSECTION LEVEL OF SERVICE CALCULATIONS VENTURA DOWNTOWN REDEVELOPMENT PROJECT A.M. PEAK HOUR N/S STREET: CALIFORNIA STREET E/W STREET: U.S. 101 N.B. OFF RAMP											
=====												
INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	0	69	0	0	157	0	0	0	0	32	0	852
PHASE I:	0	11	0	0	23	0	0	0	0	16	0	25
PHASE II:	0	9	0	0	8	0	0	0	0	0	0	21
CUMULATIVE:	0	6	0	0	18	0	0	0	0	0	0	33
=====												
# OF PHASES:	UN SIGNALIZED											
LANE CONFIG:	TT			TT						LR R R		
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	0	69	0	0	157	0	0	0	0	32	0	852
		*			*					*		*
=====												
NORTH - SOUTH CRITICAL VOLUME: 226 CAPACITY: NA												
EAST - WEST CRITICAL VOLUME: 884 V/C RATIO: NA												
TOTAL CRITICAL VOLUME: 1110 LOS 'A-B'												
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	0	80	0	0	180	0	0	0	0	48	0	877
		*			*					*		*
=====												
NORTH - SOUTH CRITICAL VOLUME: 260 CAPACITY: NA												
EAST - WEST CRITICAL VOLUME: 925 V/C RATIO: NA												
TOTAL CRITICAL VOLUME: 1185 LOS 'A-B'												
PROJECT-ADDED CRITICAL TRIPS: 6												
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	0	89	0	0	188	0	0	0	0	48	0	898
		*			*					*		*
=====												
NORTH - SOUTH CRITICAL VOLUME: 277 CAPACITY: NA												
EAST - WEST CRITICAL VOLUME: 946 V/C RATIO: NA												
TOTAL CRITICAL VOLUME: 1223 LOS 'A-B'												
PROJECT-ADDED CRITICAL TRIPS: 11												
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	0	95	0	0	206	0	0	0	0	48	0	931
		*			*					*		*
=====												
NORTH - SOUTH CRITICAL VOLUME: 301 CAPACITY: NA												
EAST - WEST CRITICAL VOLUME: 979 V/C RATIO: NA												
TOTAL CRITICAL VOLUME: 1280 LOS 'B-C'												
=====												

#4

INTERSECTION LEVEL OF SERVICE CALCULATIONS

VENTURA DOWNTOWN REDEVELOPMENT PROJECT

A.M. PEAK HOUR

N/S STREET: VENTURA AVENUE E/W STREET: STANLEY AVENUE

=====

INTERSECTION TURNING VOLUME SUMMARY

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	160	226	0	0	406	350	224	0	182	0	0	0
PHASE I:	0	16	0	0	12	0	0	0	0	0	0	0
PHASE II:	0	8	0	0	8	0	0	0	0	0	0	0
CUMULATIVE:	4	11	0	0	27	2	4	0	0	0	0	0

=====

OF PHASES: 3

LANE CONFIG: L T LTR LR

=====

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R
EXISTING VOLUMES	160	226	0	0	406	350	224	0	182	0	0	0
	*				*		*			*		

NORTH - SOUTH CRITICAL VOLUME: 566

EAST - WEST CRITICAL VOLUME: 406

TOTAL CRITICAL VOLUME: 972

CAPACITY: 1520

V/C RATIO:0.64

LOS 'B'

=====

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R
EXISTING PLUS PHASE I	160	242	0	0	418	350	224	0	182	0	0	0
	*				*		*			*		

NORTH - SOUTH CRITICAL VOLUME: 578

EAST - WEST CRITICAL VOLUME: 406

TOTAL CRITICAL VOLUME: 984

PROJECT-ADDED CRITICAL TRIPS: 12

CAPACITY: 1520

V/C RATIO:0.65

LOS 'B'

=====

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	160	250	0	0	426	350	224	0	182	0	0	0
	*				*		*			*		

NORTH - SOUTH CRITICAL VOLUME: 586

EAST - WEST CRITICAL VOLUME: 406

TOTAL CRITICAL VOLUME: 992

PROJECT-ADDED CRITICAL TRIPS: 8

CAPACITY: 1520

V/C RATIO:0.65

LOS 'B'

=====

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	164	261	0	0	453	352	228	0	182	0	0	0
	*				*		*			*		

NORTH - SOUTH CRITICAL VOLUME: 617

EAST - WEST CRITICAL VOLUME: 410

TOTAL CRITICAL VOLUME: 1027

CAPACITY: 1520

V/C RATIO:0.68

LOS 'B'

=====

RIGHT-TURN LANE UNDER CONSTRUCTION

#5 INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
A.M. PEAK HOUR
N/S STREET: MONMOUTH WAY E/W STREET: HARBOR BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	44	91	45	547	44	23	120	185	16	14	258	278
PHASE I:	0	0	0	0	0	0	0	29	0	0	20	0
PHASE II:	0	0	0	0	0	0	0	10	0	0	10	0
CUMULATIVE:	0	0	0	9	0	4	2	6	0	0	11	8

# OF PHASES:	2											
LANE CONFIG:	LT TR			L TR			L T TR			L T TR		
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	44	91	45	547	44	23	120	185	16	14	258	278
	**	**	**	*			*				**	*

NORTH - SOUTH CRITICAL VOLUME: 637 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 398 V/C RATIO: 0.65
TOTAL CRITICAL VOLUME: 1035 LOS 'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	44	91	45	547	44	23	120	214	16	14	278	278
	**	**	**	*			*				**	**

NORTH - SOUTH CRITICAL VOLUME: 637 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 398 V/C RATIO: 0.65
TOTAL CRITICAL VOLUME: 1035 LOS 'B'
PROJECT-ADDED CRITICAL TRIPS: 0

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	44	91	45	547	44	23	120	224	16	14	288	278
	**	**	**	*			*				**	**

NORTH - SOUTH CRITICAL VOLUME: 637 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 403 V/C RATIO: 0.65
TOTAL CRITICAL VOLUME: 1040 LOS 'B'
PROJECT-ADDED CRITICAL TRIPS: 5

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	44	91	45	556	44	27	122	230	16	14	299	286
	**	**	**	*			*				**	**
NORTH - SOUTH CRITICAL VOLUME: 646 CAPACITY: 1600												
EAST - WEST CRITICAL VOLUME: 415 V/C RATIO: 0.66												
TOTAL CRITICAL VOLUME: 1061 LOS 'B'												

#6 INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
A.M. PEAK HOUR
N/S STREET: SEAWARD AVENUE E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	128	545	163	36	267	43	35	387	66	130	341	28
PHASE I:	0	0	0	0	0	0	0	28	0	0	25	0
PHASE II:	0	0	0	0	0	0	0	11	0	0	10	0
CUMULATIVE:	4	23	0	2	12	0	9	23	5	0	20	0

# OF PHASES:	3											
LANE CONFIG:	L T TR			L T TR			L T TR			L T TR		
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	128	545	163	36	267	43	35	387	66	130	341	28
		**	**	*				**	**		**	**

NORTH - SOUTH CRITICAL VOLUME: 390 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 411 V/C RATIO: 0.53
TOTAL CRITICAL VOLUME: 801 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	128	545	163	36	267	43	35	415	66	130	366	28
	**	**	*				**	**		**	**	

NORTH - SOUTH CRITICAL VOLUME: 390 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 438 V/C RATIO: 0.54
TOTAL CRITICAL VOLUME: 828 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 27

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	128	545	163	36	267	43	35	426	66	130	376	28
	**	**	*				**	**		**	**	

NORTH - SOUTH CRITICAL VOLUME: 390 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 448 V/C RATIO: 0.55
TOTAL CRITICAL VOLUME: 838 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 11

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	132	568	163	38	279	43	44	449	71	130	396	28
	**	**	*				**	**		**	**	

NORTH - SOUTH CRITICAL VOLUME: 404 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 472 V/C RATIO: 0.58
TOTAL CRITICAL VOLUME: 876 LOS 'A'

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
A.M. PEAK HOUR

N/S STREET: HARBOR BLVD. E/W STREET: SEAWARD AVENUE

INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	9	243	0	353	456	7	0	432	52	342	87	384
PHASE I:	0	20	0	0	29	0	0	0	0	0	0	0
PHASE II:	0	10	0	0	10	0	0	0	0	0	0	0
CUMULATIVE:	0	19	5	9	6	0	0	1	0	14	5	0

OF PHASES:

LANE CONFIG:

TRAFFIC SCENARIO	NORTH			SOUTH			EAST			WEST		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	9	243	0	353	456	7	0	432	52	342	87	384
		*		*				**	**	*		

NORTH - SOUTH CRITICAL VOLUME:	596	CAPACITY:	1470
EAST - WEST CRITICAL VOLUME:	584	V/C RATIO:	0.80
TOTAL CRITICAL VOLUME:	1180	LOS 'C'	

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	9	263	0	353	485	7	0	432	52	342	87	384
		*		*				**	**	*		

PHASE I

NORTH - SOUTH CRITICAL VOLUME:	616	CAPACITY:	1470
EAST - WEST CRITICAL VOLUME:	584	V/C RATIO:	0.82
TOTAL CRITICAL VOLUME:	1200	LOS	'D'
PROJECT-ADDED CRITICAL TRIPS:	20		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	9	273	0	353	495	7	0	432	52	342	87	384
		*		*				**	**	*		

PHASE I & II

NORTH - SOUTH CRITICAL VOLUME:	626	CAPACITY:	1470
EAST - WEST CRITICAL VOLUME:	584	V/C RATIO:	0.82
TOTAL CRITICAL VOLUME:	1210	LOS 'D'	
PROJECT-ADDED CRITICAL TRIPS:	10		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	9	292	5	362	501	7	0	433	52	356	92	384
		*		*				**	**	*		

PLUS

NORTH - SOUTH CRITICAL VOLUME:	654	CAPACITY:	1470
EAST - WEST CRITICAL VOLUME:	599	V/C RATIO:	0.85
TOTAL CRITICAL VOLUME:	1253	LOS 'D'	

8

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
A.M. PEAK HOUR

N/S STREET: SEAWARD AVENUE E/W STREET: US 101 N.B. RAMPS

INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	374	898	0	0	578	153	0	0	0	226	2	0
PHASE I:	0	0	0	0	0	0	0	0	0	0	0	0
PHASE II:	0	0	0	0	0	0	0	0	0	0	0	0
CUMULATIVE:	0	15	0	0	16	3	0	0	0	0	0	1

OF PHASES:

LANE CONFIG:

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	374	898	0	0	578	153	0	0	0	226	2	0
	*				**	**				*		

VOLUMES

NORTH - SOUTH CRITICAL VOLUME:	740	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	228	V/C RATIO:	0.64
TOTAL CRITICAL VOLUME:	968	LOS	'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	374	898	0	0	578	153	0	0	0	226	2	0
	*				**	**				*	*	

PHASE I

NORTH - SOUTH CRITICAL VOLUME:	740	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	228	V/C RATIO:	0.64
TOTAL CRITICAL VOLUME:	968	LOS 'B'	
PROJECT-ADDED CRITICAL TRIPS:	0		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	374	898	0	0	578	153	0	0	0	226	2	0
	*				**	**				*	*	

PHASE I & II

NORTH - SOUTH CRITICAL VOLUME:	740	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	228	V/C RATIO:	0.64
TOTAL CRITICAL VOLUME:	968	LOS 'B'	
PROJECT-ADDED CRITICAL TRIPS:	0		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	374	913	0	0	594	156	0	0	0	226	2	13
	*				**	**				*	*	

PLUS

NORTH - SOUTH CRITICAL VOLUME:	749	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	228	V/C RATIO:	0.64
TOTAL CRITICAL VOLUME:	977	LOS 'B'	

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
A.M. PEAK HOUR

N/S STREET: SEAWARD AVENUE E/W STREET: MAIN STREET

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	130	214	217	39	174	61	52	424	89	76	385	43
PHASE I:	0	0	0	0	0	0	0	26	0	0	25	0
PHASE II:	0	0	0	0	0	0	0	9	0	0	10	0
CUMULATIVE:	0	15	0	0	16	3	0	0	0	0	0	1

OF PHASES: 2

LANE CONFIG:	LT	TR	LTR	LT	TR	LT	TR

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING VOLUMES	130	214	217	39	174	61	104	424	89	76	385	43
	*			*	*	*	**	**	**	*		

NORTH - SOUTH CRITICAL VOLUME: 404 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 385 V/C RATIO: 0.49

TOTAL CRITICAL VOLUME:	789	LOS 'A'
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TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I	130*	214	217	39*	174*	61*	104**	450**	89**	76*	410	43

NORTH - SOUTH CRITICAL VOLUME: 404 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 398 V/C RATIO: 0.50

TOTAL CRITICAL VOLUME:	802	LOS 'A'
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PROJECT-ADDED CRITICAL TRIPS: 13

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS	130	214	217	39	174	61	104	459	89	76	420	43
	*			*	*	*	**	**	**	*		

NORTH - SOUTH CRITICAL VOLUME: 404 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 402 V/C RATIO: 0.50

TOTAL CRITICAL VOLUME:	806	LOS 'A'
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PROJECT-ADDED CRITICAL TRIPS: 5

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	#L	T	R	L	T	R	
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	130	229	217	39	190	64	104	459	89	76	420	56	
	*			*	*	*	**	**	**	*			
	NORTH - SOUTH CRITICAL VOLUME:						423	CAPACITY: 1600					
	EAST - WEST CRITICAL VOLUME:						402	V/C RATIO:0.52					
	TOTAL CRITICAL VOLUME:						825	LOS 'A'					

SHARED LEFT-THROUGH PCE PENALTY ADDED

#1

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
NOON PEAK HOUR

N/S STREET: CALIFORNIA STREET E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	289	417	123	96	193	38	106	560	25	43	466	69
PHASE I:	33	14	0	0	11	0	0	56	22	0	35	1
PHASE II:	45	0	0	0	0	0	0	58	9	0	19	0
CUMULATIVE:	31	4	5	3	0	0	2	31	17	0	28	0

OF PHASES: 2

LANE CONFIG: L T R L T TR LT TR LT TR

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING VOLUMES	289	417	123	96	193	38	212	560	25	43	466	69
		*		*			**	**	**	*		

NORTH - SOUTH CRITICAL VOLUME: 513 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 442 V/C RATIO:0.60

TOTAL CRITICAL VOLUME:	955	LOS 'A'
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TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I	322	431	123	96	204	38	212	616	47	43	501	70
		*		*			**	**	**	*		

NORTH - SOUTH CRITICAL VOLUME: 527 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 481 V/C RATIO:0.63

TOTAL CRITICAL VOLUME:	1008	LOS 'B'
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PROJECT-ADDED CRITICAL TRIPS: 53

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I & II	367	431	123	96	204	38	212	674	56	43	520	70
		*		*			**	**	**	*		

NORTH - SOUTH CRITICAL VOLUME: 527 CAPACITY: 1600

EAST - WEST CRITICAL VOLUME: 514 V/C RATIO:0.65

EAST - WEST CRITICAL VOLUME:	914	LOS 'A'
TOTAL CRITICAL VOLUME:	1041	LOS 'B'

PROJECT-ADDED CRITICAL TRIPS: 34

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	#L	T	R	L	T	R	
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	398	435	128	99	204	38	216	705	73	43	548	70	
		*		*			**	**	**	*			
	NORTH - SOUTH CRITICAL VOLUME:						534	CAPACITY: 1600					
	EAST - WEST CRITICAL VOLUME:						540	V/C RATIO:0.67					
	TOTAL CRITICAL VOLUME:						1074	LOS 'B'					

SHARED LEFT-THROUGH PCE PENALTY ADDED

#2

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
NOON PEAK HOUR

N/S STREET: CALIFORNIA STREET E/W STREET: U.S. 101 N.B. OFF RAMP

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	0	185	0	0	261	0	0	0	0	140	0	655
PHASE I:	0	16	0	0	31	0	0	0	0	0	0	57
PHASE II:	0	12	0	0	8	0	0	0	0	0	0	35
CUMULATIVE:	0	11	0	0	17	0	0	0	0	0	0	29

OF PHASES: UNSIGNALIZED

LANE CONFIG: TT TT LR R R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	0	185	0	0	261	0	0	0	0	140	0	655

NORTH - SOUTH CRITICAL VOLUME: 446 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 795 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1241 LOS 'A-B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	0	201	0	0	292	0	0	0	0	140	0	712

NORTH - SOUTH CRITICAL VOLUME: 493 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 852 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1345 LOS 'A-B'
PROJECT-ADDED CRITICAL TRIPS: 8

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	0	213	0	0	300	0	0	0	0	140	0	747

NORTH - SOUTH CRITICAL VOLUME: 513 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 887 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1400 LOS 'A-B'
PROJECT-ADDED CRITICAL TRIPS: 14

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	0	224	0	0	317	0	0	0	0	140	0	776

NORTH - SOUTH CRITICAL VOLUME: 541 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 916 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1457 LOS 'B-C'

#3

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
NOON PEAK HOUR

N/S STREET: VENTURA AVENUE E/W STREET: MAIN STREET

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	69	339	16	138	320	30	47	205	36	26	184	154
PHASE I:	6	2	6	10	5	8	5	21	4	8	32	10
PHASE II:	0	11	15	0	11	0	0	0	11	16	0	0
CUMULATIVE:	1	35	1	16	37	3	2	10	0	0	5	13

OF PHASES: 2

LANE CONFIG: L T R L T R L T R L T R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	69	339	16	138	320	30	47	205	36	26	184	154

NORTH - SOUTH CRITICAL VOLUME: 477 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 267 V/C RATIO: 0.47
TOTAL CRITICAL VOLUME: 744 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	75	341	22	148	325	38	52	226	40	34	216	164

NORTH - SOUTH CRITICAL VOLUME: 489 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 300 V/C RATIO: 0.49
TOTAL CRITICAL VOLUME: 789 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 45

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	75	352	37	148	336	38	52	226	51	50	216	164

NORTH - SOUTH CRITICAL VOLUME: 500 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 327 V/C RATIO: 0.52
TOTAL CRITICAL VOLUME: 827 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 38

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	76	387	38	164	373	41	54	236	51	50	221	177

NORTH - SOUTH CRITICAL VOLUME: 551 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 337 V/C RATIO: 0.56
TOTAL CRITICAL VOLUME: 888 LOS 'A'

#10

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
NOON PEAK HOUR - BASED ON DELAY STUDY DATA
N/S STREET: OAK STREET E/W STREET: THOMPSON BLVD.

INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	11	4	14	40	20	24	27	460	45	109	561	85
PHASE I:	0	0	0	0	3	0	0	69	3	0	66	0
PHASE II:	0	0	0	0	0	0	0	67	0	0	64	0
CUMULATIVE:	0	0	0	0	1	0	0	51	1	0	58	0

OF PHASES: UNSIGNALIZED

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	11	4	14	40	20	24	27	460	45	109	561	85
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 113 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1287 V/C RATIO: 0.89
TOTAL CRITICAL VOLUME: 1400 LOS 'D'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	11	4	14	40	23	24	27	529	48	109	627	85
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 116 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1425 V/C RATIO: 0.89
TOTAL CRITICAL VOLUME: 1541 LOS 'D'
PROJECT-ADDED CRITICAL TRIPS: 3

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	11	4	14	40	23	24	27	596	48	109	691	85
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 116 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1556 V/C RATIO: 0.89
TOTAL CRITICAL VOLUME: 1672 LOS 'D'
PROJECT-ADDED CRITICAL TRIPS: 3

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	11	4	14	40	24	24	27	647	49	109	749	85
	*	*	*	*	*	*	*	*	*	*	*	*
	NORTH - SOUTH CRITICAL VOLUME: 117						CAPACITY: NA					
	EAST - WEST CRITICAL VOLUME: 1666						V/C RATIO: NA					
	TOTAL CRITICAL VOLUME: 1783						LOS 'E-F'					

#11

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
NOON PEAK HOUR

N/S STREET: U.S. 101 S.B OFF - VENTURA AVE. E/W STREET: THOMPSON BLVD.

INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	1	15	58	278	0	14	2	263	0	0	273	362
PHASE I:	10	7	17	11	0	0	0	37	0	0	39	11
PHASE II:	0	11	6	52	0	0	0	0	0	0	0	47
CUMULATIVE:	0	9	1	34	0	0	0	15	0	0	16	25

OF PHASES: 3

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	1	15	58	278	0	14	2	263	0	0	273	362
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 308 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 275 V/C RATIO: 0.38
TOTAL CRITICAL VOLUME: 583 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	11	22	75	289	0	14	2	300	0	0	312	373
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 336 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 314 V/C RATIO: 0.43
TOTAL CRITICAL VOLUME: 650 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 67

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	11	33	81	341	0	14	2	300	0	0	312	420
	*	*	*	*	*	*	*	*	*	*	*	*

NORTH - SOUTH CRITICAL VOLUME: 399 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 314 V/C RATIO: 0.47
TOTAL CRITICAL VOLUME: 713 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 63

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	11	42	82	375	0	14	2	315	0	0	328	445
	*	*	*	*	*	*	*	*	*	*	*	*
	NORTH - SOUTH CRITICAL VOLUME: 442						CAPACITY: 1520					
	EAST - WEST CRITICAL VOLUME: 330						V/C RATIO: 0.51					
	TOTAL CRITICAL VOLUME: 772						LOS 'A'					

#1	INTERSECTION LEVEL OF SERVICE CALCULATIONS VENTURA DOWNTOWN REDEVELOPMENT PROJECT P.M. PEAK HOUR N/S STREET: CALIFORNIA STREET E/W STREET: THOMPSON BLVD.											
=====												
INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	296	489	95	87	286	51	16	640	84	42	433	49
PHASE I:	63	31	0	0	19	0	0	86	41	0	49	2
PHASE II:	67	0	0	0	0	0	0	64	12	0	26	0
CUMULATIVE:	32	0	14	8	0	0	6	44	29	0	33	0
=====												
# OF PHASES:	2											
LANE CONFIG:	L T R			L T TR			LT TR			LT TR		
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING VOLUMES	296	489	95	87	286	51	32	640	84	42	433	49
	*			*			**	**	**	*		
=====												
NORTH - SOUTH CRITICAL VOLUME:							576		CAPACITY: 1600			
EAST - WEST CRITICAL VOLUME:							420		V/C RATIO:0.62			
TOTAL CRITICAL VOLUME:							996		LOS 'B'			
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I	359	520	95	87	305	51	32	726	125	42	482	51
	*			*			**	**	**	*		
=====												
NORTH - SOUTH CRITICAL VOLUME:							607		CAPACITY: 1600			
EAST - WEST CRITICAL VOLUME:							484		V/C RATIO:0.68			
TOTAL CRITICAL VOLUME:							1091		LOS 'B'			
PROJECT-ADDED CRITICAL TRIPS:							95					
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I & II	426	520	95	87	305	51	32	790	137	42	508	51
	*			*			**	**	**	*		
=====												
NORTH - SOUTH CRITICAL VOLUME:							607		CAPACITY: 1600			
EAST - WEST CRITICAL VOLUME:							522		V/C RATIO:0.71			
TOTAL CRITICAL VOLUME:							1129		LOS 'C'			
PROJECT-ADDED CRITICAL TRIPS:							38					
=====												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	#L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	458	520	109	95	305	51	44	834	166	42	541	51
	*			**			**	**	**	*		
=====												
CUMULATIVE NORTH - SOUTH CRITICAL VOLUME:							636		CAPACITY: 1600			
EAST - WEST CRITICAL VOLUME:							564		V/C RATIO:0.75			
TOTAL CRITICAL VOLUME:							1200		LOS 'C'			
=====												
# SHARED LEFT-THROUGH PCE PENALTY ADDED												

#1	INTERSECTION LEVEL OF SERVICE CALCULATIONS												
	VENTURA DOWNTOWN REDEVELOPMENT PROJECT												
	P.M. PEAK HOUR - MITIGATED GEOMETRICS (1)												
	N/S STREET: CALIFORNIA STREET						E/W STREET: THOMPSON BLVD.						
=====													
	INTERSECTION TURNING VOLUME SUMMARY												
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING 1989:	296	489	95	87	286	51	16	640	84	42	433	49	
PHASE I:	63	31	0	0	19	0	0	86	41	0	49	2	
PHASE II:	67	0	0	0	0	0	0	64	12	0	26	0	
CUMULATIVE:	32	0	14	8	0	0	6	44	29	0	33	0	
=====													
# OF PHASES:	2												
LANE CONFIG:	L T R			L T TR			L T TR			L T TR			
=====													
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING VOLUMES	296	489	95	87	286	51	16	640	84	42	433	49	
		*		*				**	**	*			
=====													
	NORTH - SOUTH CRITICAL VOLUME: 576						CAPACITY: 1600						
	EAST - WEST CRITICAL VOLUME: 404						V/C RATIO:0.61						
	TOTAL CRITICAL VOLUME: 980						LOS 'B'						
=====													
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING PLUS PHASE I	359	520	95	87	305	51	16	726	125	42	482	51	
		*		*				**	**	*			
=====													
	NORTH - SOUTH CRITICAL VOLUME: 607						CAPACITY: 1600						
	EAST - WEST CRITICAL VOLUME: 468						V/C RATIO:0.67						
	TOTAL CRITICAL VOLUME: 1075						LOS 'B'						
	PROJECT-ADDED CRITICAL TRIPS: 95												
=====													
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING PLUS PHASE I & II	426	520	95	87	305	51	16	790	137	42	508	51	
		*		*				**	**	*			
=====													
	NORTH - SOUTH CRITICAL VOLUME: 607						CAPACITY: 1600						
	EAST - WEST CRITICAL VOLUME: 506						V/C RATIO:0.70						
	TOTAL CRITICAL VOLUME: 1113						LOS 'B'						
	PROJECT-ADDED CRITICAL TRIPS: 38												
=====													
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING PLUS PHASE I & II PLUS	458	520	109	95	305	51	22	834	166	42	541	51	
	*				**	**		**	**	*			
=====													
CUMULATIVE	NORTH - SOUTH CRITICAL VOLUME: 636						CAPACITY: 1600						
	EAST - WEST CRITICAL VOLUME: 542						V/C RATIO:0.74						
	TOTAL CRITICAL VOLUME: 1178						LOS 'C'						
=====													

#2

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR

N/S STREET: CALIFORNIA STREET E/W STREET: U.S. 101 N.B. OFF RAMP

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	0	185	0	0	261	0	0	0	0	140	0	655
PHASE I:	0	26	0	0	60	0	0	0	0	23	0	65
PHASE II:	0	11	0	0	11	0	0	0	0	0	0	56
CUMULATIVE:	0	18	0	0	33	0	0	0	0	0	0	49

OF PHASES: UNSIGNALIZED

LANE CONFIG: TT TT LR R R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	0	185	0	0	261	0	0	0	0	140	0	655
	*			*						*		*

NORTH - SOUTH CRITICAL VOLUME: 446 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 795 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1241 LOS 'D-E'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	0	211	0	0	321	0	0	0	0	163	0	720
	*			*						*		*

NORTH - SOUTH CRITICAL VOLUME: 532 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 883 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1415 LOS 'D-E'
PROJECT-ADDED CRITICAL TRIPS: 13

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	0	222	0	0	332	0	0	0	0	163	0	776
	*			*						*		*

NORTH - SOUTH CRITICAL VOLUME: 554 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 939 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1493 LOS 'D-E'
PROJECT-ADDED CRITICAL TRIPS: 19

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	0	240	0	0	365	0	0	0	0	163	0	825
	*			*						*		*

NORTH - SOUTH CRITICAL VOLUME: 605 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 988 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 1593 LOS 'E'

#3

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR

N/S STREET: VENTURA AVENUE E/W STREET: MAIN STREET

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	72	432	22	144	351	37	85	177	39	17	222	218
PHASE I:	11	25	12	13	9	14	12	39	5	5	49	13
PHASE II:	0	12	16	0	14	0	0	0	13	17	0	0
CUMULATIVE:	1	64	1	20	60	3	2	12	0	0	3	33

OF PHASES: 2

LANE CONFIG: L T R L T R L T R L T R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	72	432	22	144	351	37	85	177	39	17	222	218
	*			*			*			*		*

NORTH - SOUTH CRITICAL VOLUME: 576 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 307 V/C RATIO: 0.55
TOTAL CRITICAL VOLUME: 883 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	83	457	34	157	360	51	97	216	44	22	271	231
	*			*			*			*		*

NORTH - SOUTH CRITICAL VOLUME: 614 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 368 V/C RATIO: 0.61
TOTAL CRITICAL VOLUME: 982 LOS 'B'
PROJECT-ADDED CRITICAL TRIPS: 99

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	83	469	50	157	374	51	97	216	57	39	271	231
	*			*			*			*		*

NORTH - SOUTH CRITICAL VOLUME: 626 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 368 V/C RATIO: 0.62
TOTAL CRITICAL VOLUME: 994 LOS 'B'
PROJECT-ADDED CRITICAL TRIPS: 12

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	84	533	51	177	434	54	99	228	57	39	274	264
	*			*			*			*		*

NORTH - SOUTH CRITICAL VOLUME: 710 CAPACITY: 1600
EAST - WEST CRITICAL VOLUME: 373 V/C RATIO: 0.68
TOTAL CRITICAL VOLUME: 1083 LOS 'B'

[illegible]

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

```
# OF PHASES:      3
LANE CONFIG:      L T          LTR          LR
```

EXISTING VOLUMES	186	442	0	0	342	215	297	0	199	0	0	0
	*				*		*		*			

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R

NORTH - SOUTH CRITICAL VOLUME:	553	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	496	V/C RATIO:	0.69
TOTAL CRITICAL VOLUME:	1049	LOS 'B'	
PROJECT-ADDED CRITICAL TRIPS:	25		

EXISTING	186	478	0	0	381	215	297	0	199	0	0	0
PLUS	*				*		*		*			

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	#R	L	T	R	L	T	R

CUMULATIVE	NORTH - SOUTH CRITICAL VOLUME: 586	CAPACITY: 1520
	EAST - WEST CRITICAL VOLUME: 516	V/C RATIO:0.73
	TOTAL CRITICAL VOLUME: 1102	LOS 'C'

[illegible][illegible]

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

```
# OF PHASES:      2
LANE CONFIG:      LT TR      L TR      L T TR      L T TR
```

EXISTING	58	53	43	621	94	32	101	354	47	20	305	297
VOLUMES	**	**	**	*			*				**	*

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

NORTH - SOUTH CRITICAL VOLUME:	698	CAPACITY:	1600
EAST - WEST CRITICAL VOLUME:	423	V/C RATIO:	0.70
TOTAL CRITICAL VOLUME:	1121	LOS 'B'	
PROJECT-ADDED CRITICAL TRIPS:	21		

EXISTING	58	53	43	621	94	32	101	410	47	20	369	297
PLUS	**	**	**	*			*				**	**

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

CUMULATIVE	NORTH- SOUTH CRITICAL VOLUME: 701	CAPACITY: 1600
	EAST - WEST CRITICAL VOLUME: 451	V/C RATIO:0.72
	TOTAL CRITICAL VOLUME: 1152	LOS 'C'

[illegible]

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR

N/S STREET: SEAWARD AVENUE E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	167	441	205	45	335	32	58	562	114	316	595	51
PHASE I:	0	0	0	0	0	0	0	51	0	0	52	0
PHASE II:	0	0	0	0	0	0	0	23	0	0	26	0
CUMULATIVE:	13	12	0	2	22	0	2	33	5	0	38	0

OF PHASES: 3

LANE CONFIG: L T TR L T TR L T TR L T TR

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	167	441	205	45	335	32	58	562	114	316	595	51
		**	**	*				**	**		**	**

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	661	V/C RATIO:	0.68
TOTAL CRITICAL VOLUME:	1029	LOS 'B'	

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	167	441	205	45	335	32	58	613	114	316	647	51
		**	**	*				**	**		**	**

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	713	V/C RATIO:	0.71
TOTAL CRITICAL VOLUME:	1081	LOS	'C'
PROJECT-ADDED CRITICAL TRIPS:	52		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	167	441	205	45	335	32	58	636	114	316	673	51
		**	**	*				**	**		**	**

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	737	V/C RATIO:	0.73
TOTAL CRITICAL VOLUME:	1105	LOS 'C'	
PROJECT-ADDED CRITICAL TRIPS:	25		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	180	453	205	47	357	32	60	669	119	316	711	52
		**	**	*				**	**		**	**

CUMULATIVE	NORTH - SOUTH CRITICAL VOLUME: 376	CAPACITY: 1520
	EAST - WEST CRITICAL VOLUME: 776	V/C RATIO:0.76
	TOTAL CRITICAL VOLUME: 1152	LOS 'C'

#6

INTERSECTION LEVEL OF SERVICE CALCULATIONS VENTURA DOWNTOWN REDEVELOPMENT PROJECT

N/S STREET: SEAWARD AVENUE E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	167	441	205	45	335	32	58	562	114	316	595	51
PHASE I:	0	0	0	0	0	0	0	51	0	0	52	0
PHASE II:	0	0	0	0	0	0	0	23	0	0	26	0
CUMULATIVE:	13	12	0	2	22	0	2	33	5	0	38	0

OF PHASES: 3

LANE CONFIG: L T TR L T TR L T TR LL T TR

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	167	441	205	45	335	32	58	562	114	316	595	51
		**	**	*				**	**	**		

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	496	V/C RATIO:	0.57
TOTAL CRITICAL VOLUME:	864	LOS	'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	167	441	205	45	335	32	58	613	114	316	647	51
		**	**	*				**	**	**		

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	522	V/C RATIO:	0.59
TOTAL CRITICAL VOLUME:	890	LOS	'A'
PROJECT-ADDED CRITICAL TRIPS:	26		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	167	441	205	45	335	32	58	636	114	316	673	51
		**	**	*				**	**	**		

NORTH - SOUTH CRITICAL VOLUME:	368	CAPACITY:	1520
EAST - WEST CRITICAL VOLUME:	533	V/C RATIO:	0.59
TOTAL CRITICAL VOLUME:	901	LOS	'A'
PROJECT-ADDED CRITICAL TRIPS:	12		

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	180	453	205	47	357	32	60	669	119	316	711	52
		**	**	*				**	**	**		

CUMULATIVE	NORTH - SOUTH CRITICAL VOLUME:	376	CAPACITY:	1520
	EAST - WEST CRITICAL VOLUME:	552	V/C RATIO:	0.61
	TOTAL CRITICAL VOLUME:	928	LOS 'B'	

#6

INTERSECTION LEVEL OF SERVICE CALCULATIONS
 VENTURA DOWNTOWN REDEVELOPMENT PROJECT
 P.M. PEAK HOUR - MITIGATED GEOMETRICS (1A)
 N/S STREET: SEAWARD AVENUE E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	167	441	205	45	335	32	58	562	114	316	595	51
PHASE I:	0	0	0	0	0	0	0	51	0	0	52	0
PHASE II:	0	0	0	0	0	0	0	23	0	0	26	0
CUMULATIVE:	13	12	0	2	22	0	2	33	5	0	38	1

# OF PHASES:	3											
LANE CONFIG:	L T TR			L T TR			L T T R			L T TR		
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	167	441	205	45	335	32	58	562	114	316	595	51
	**	**	*	*			**			**	**	**

NORTH - SOUTH CRITICAL VOLUME: 368 CAPACITY: 1520
 EAST - WEST CRITICAL VOLUME: 604 V/C RATIO: 0.64
 TOTAL CRITICAL VOLUME: 972 LOS 'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	167	441	205	45	335	32	58	613	114	316	647	51
	**	**	*	*			**			**	**	**

NORTH - SOUTH CRITICAL VOLUME: 368 CAPACITY: 1520
 EAST - WEST CRITICAL VOLUME: 656 V/C RATIO: 0.67
 TOTAL CRITICAL VOLUME: 1024 LOS 'B'
 PROJECT-ADDED CRITICAL TRIPS: 52

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	167	441	205	45	335	32	58	636	114	316	673	51
	**	**	*	*			**			**	**	**

NORTH - SOUTH CRITICAL VOLUME: 368 CAPACITY: 1520
 EAST - WEST CRITICAL VOLUME: 680 V/C RATIO: 0.69
 TOTAL CRITICAL VOLUME: 1048 LOS 'B'
 PROJECT-ADDED CRITICAL TRIPS: 25

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	180	453	205	47	357	32	60	669	119	316	711	52
	**	**	*	*			**			**	**	**

NORTH - SOUTH CRITICAL VOLUME: 376 CAPACITY: 1520
 EAST - WEST CRITICAL VOLUME: 716 V/C RATIO: 0.72
 TOTAL CRITICAL VOLUME: 1092 LOS 'C'

#7

INTERSECTION LEVEL OF SERVICE CALCULATIONS
 VENTURA DOWNTOWN REDEVELOPMENT PROJECT
 P.M. PEAK HOUR
 N/S STREET: HARBOR BLVD. E/W STREET: SEAWARD AVENUE

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	30	258	0	299	568	4	0	460	58	721	465	455
PHASE I:	0	42	0	0	38	0	0	0	0	0	0	0
PHASE II:	0	22	0	0	18	0	0	0	0	0	0	0
CUMULATIVE:	0	30	2	3	16	0	0	1	0	17	1	4

# OF PHASES:	4											
LANE CONFIG:	L T R			L T TR			T TR			L TR		
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	30	258	0	299	568	4	0	460	58	721	465	455
	*			*			**	**	*			

NORTH - SOUTH CRITICAL VOLUME: 557 CAPACITY: 1470
 EAST - WEST CRITICAL VOLUME: 980 V/C RATIO: 1.05
 TOTAL CRITICAL VOLUME: 1537 LOS 'F'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	30	300	0	299	606	4	0	460	58	721	465	455
	*			*			**	**	*			

NORTH - SOUTH CRITICAL VOLUME: 599 CAPACITY: 1470
 EAST - WEST CRITICAL VOLUME: 980 V/C RATIO: 1.07
 TOTAL CRITICAL VOLUME: 1579 LOS 'F'
 PROJECT-ADDED CRITICAL TRIPS: 42

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	30	322	0	299	624	4	0	460	58	721	465	455
	*			*			**	**	*			

NORTH - SOUTH CRITICAL VOLUME: 621 CAPACITY: 1470
 EAST - WEST CRITICAL VOLUME: 980 V/C RATIO: 1.09
 TOTAL CRITICAL VOLUME: 1601 LOS 'F'
 PROJECT-ADDED CRITICAL TRIPS: 22

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	30	352	2	302	640	4	0	461	58	738	466	459
	*			*			**	**	*			

NORTH - SOUTH CRITICAL VOLUME: 654 CAPACITY: 1470
 EAST - WEST CRITICAL VOLUME: 998 V/C RATIO: 1.12
 TOTAL CRITICAL VOLUME: 1652 LOS 'F'

#7

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR - MITIGATED GEOMETRICS (1)
N/S STREET: HARBOR BLVD. E/W STREET: SEAWARD AVENUE

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	30	258	0	299	568	4	0	460	58	721	465	455
PHASE I:	0	42	0	0	38	0	0	0	0	0	0	0
PHASE II:	0	22	0	0	18	0	0	0	0	0	0	0
CUMULATIVE:	0	30	2	3	16	0	0	1	0	17	1	4

OF PHASES: 4

LANE CONFIG: L T R LL T TR L T TR LL TR

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	30	258	0	299	568	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 408 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 920 V/C RATIO:0.90
TOTAL CRITICAL VOLUME: 1328 LOS 'D'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	30	300	0	299	606	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 450 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 920 V/C RATIO:0.93
TOTAL CRITICAL VOLUME: 1370 LOS 'E'
PROJECT-ADDED CRITICAL TRIPS: 42

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	30	322	0	299	624	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 472 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 920 V/C RATIO:0.95
TOTAL CRITICAL VOLUME: 1392 LOS 'E'
PROJECT-ADDED CRITICAL TRIPS: 22

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	30	352	2	302	640	4	0	461	58	738	466	459

NORTH - SOUTH CRITICAL VOLUME: 503 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 925 V/C RATIO:0.97
TOTAL CRITICAL VOLUME: 1428 LOS 'E'

#7

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR - MITIGATED GEOMETRICS (2)
N/S STREET: HARBOR BLVD. E/W STREET: SEAWARD AVENUE

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	30	258	0	299	568	4	0	460	58	721	465	455
PHASE I:	0	42	0	0	38	0	0	0	0	0	0	0
PHASE II:	0	22	0	0	18	0	0	0	0	0	0	0
CUMULATIVE:	0	30	2	3	16	0	0	1	0	17	1	4

OF PHASES: 4

LANE CONFIG: L T R L T TR T T R LL T R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	30	258	0	299	568	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 557 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 591 V/C RATIO:0.78
TOTAL CRITICAL VOLUME: 1148 LOS 'C'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	30	300	0	299	606	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 599 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 591 V/C RATIO:0.81
TOTAL CRITICAL VOLUME: 1190 LOS 'D'
PROJECT-ADDED CRITICAL TRIPS: 42

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	30	322	0	299	624	4	0	460	58	721	465	455

NORTH - SOUTH CRITICAL VOLUME: 621 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 591 V/C RATIO:0.82
TOTAL CRITICAL VOLUME: 1212 LOS 'D'
PROJECT-ADDED CRITICAL TRIPS: 22

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS CUMULATIVE	30	352	2	302	640	4	0	461	58	738	466	459

NORTH - SOUTH CRITICAL VOLUME: 654 CAPACITY: 1470
EAST - WEST CRITICAL VOLUME: 600 V/C RATIO:0.85
TOTAL CRITICAL VOLUME: 1254 LOS 'D'

#8

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR

N/S STREET: SEAWARD AVENUE E/W STREET: US 101 N.B. RAMPS

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	402	820	0	0	959	333	0	0	0	359	3	0
PHASE I:	0	0	0	0	0	0	0	0	0	0	0	0
PHASE II:	0	0	0	0	0	0	0	0	0	0	0	0
CUMULATIVE:	0	7	0	0	24	2	0	0	0	6	0	18

# OF PHASES:	3											
LANE CONFIG:	L TT			T TR			LT R					
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	402	820	0	0	959	333	0	0	0	359	3	0
VOLUMES	*				**	**				*	*	

NORTH - SOUTH CRITICAL VOLUME: 1048
EAST - WEST CRITICAL VOLUME: 362
TOTAL CRITICAL VOLUME: 1410
CAPACITY: 1520
V/C RATIO: 0.93
LOS 'E'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	402	820	0	0	959	333	0	0	0	359	3	0
PLUS	*				**	**				*	*	

PHASE I
NORTH - SOUTH CRITICAL VOLUME: 1048
EAST - WEST CRITICAL VOLUME: 362
TOTAL CRITICAL VOLUME: 1410
PROJECT-ADDED CRITICAL TRIPS: 0
CAPACITY: 1520
V/C RATIO: 0.93
LOS 'E'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	402	820	0	0	959	333	0	0	0	359	3	0
PLUS	*				**	**				*	*	

PHASE I & II
NORTH - SOUTH CRITICAL VOLUME: 1048
EAST - WEST CRITICAL VOLUME: 362
TOTAL CRITICAL VOLUME: 1410
PROJECT-ADDED CRITICAL TRIPS: 0
CAPACITY: 1520
V/C RATIO: 0.93
LOS 'E'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS	402	827	0	0	983	335	0	0	0	365	3	18
PHASE I & II	*				**	**				*	*	

PLUS
CUMULATIVE
NORTH - SOUTH CRITICAL VOLUME: 1061
EAST - WEST CRITICAL VOLUME: 368
TOTAL CRITICAL VOLUME: 1429
CAPACITY: 1520
V/C RATIO: 0.94
LOS 'E'

#9

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR

N/S STREET: SEAWARD AVENUE E/W STREET: MAIN STREET

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1988:	149	218	133	44	130	48	40	568	110	138	597	62
PHASE I:	0	0	0	0	0	0	0	51	0	0	52	0
PHASE II:	0	0	0	0	0	0	0	23	0	0	26	0
CUMULATIVE:	10	0	6	0	0	4	0	33	11	13	44	0

# OF PHASES:	2											
LANE CONFIG:	LT TR			LTR			LT TR			LT TR		
TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	#L	T	R
EXISTING	149	218	133	44	130	48	40	568	110	552	597	62
VOLUMES	*			*	*	*	*			**	**	**

NORTH - SOUTH CRITICAL VOLUME: 371
EAST - WEST CRITICAL VOLUME: 646
TOTAL CRITICAL VOLUME: 1017
CAPACITY: 1600
V/C RATIO: 0.64
LOS 'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	#L	T	R
EXISTING	149	218	133	44	130	48	40	619	110	552	649	62
PLUS	*			*	*	*	*			**	**	**

PHASE I
NORTH - SOUTH CRITICAL VOLUME: 371
EAST - WEST CRITICAL VOLUME: 672
TOTAL CRITICAL VOLUME: 1043
PROJECT-ADDED CRITICAL TRIPS: 26
CAPACITY: 1600
V/C RATIO: 0.65
LOS 'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	#L	T	R
EXISTING	149	218	133	44	130	48	40	642	110	552	675	62
PLUS	*			*	*	*	*			**	**	**

PHASE I & II
NORTH - SOUTH CRITICAL VOLUME: 371
EAST - WEST CRITICAL VOLUME: 685
TOTAL CRITICAL VOLUME: 1056
PROJECT-ADDED CRITICAL TRIPS: 13
CAPACITY: 1600
V/C RATIO: 0.66
LOS 'B'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	#L	T	R
EXISTING PLUS	159	218	139	44	130	52	40	675	121	604	719	62
PHASE I & II	*			*	*	*	*			**	**	**

PLUS
CUMULATIVE
NORTH - SOUTH CRITICAL VOLUME: 385
EAST - WEST CRITICAL VOLUME: 733
TOTAL CRITICAL VOLUME: 1118
CAPACITY: 1600
V/C RATIO: 0.70
LOS 'B'

SHARED LEFT-THROUGH PCE PENALTY ADJUSTMENT

#10

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR - BASED ON DELAY STUDY DATA
N/S STREET: OAK STREET E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	3	3	5	41	25	18	25	669	43	186	605	30
PHASE I:	0	0	0	0	6	0	0	127	0	0	112	0
PHASE II:	0	0	0	0	0	0	0	76	0	0	93	0
CUMULATIVE:	0	0	0	0	1	0	0	79	2	0	65	0

OF PHASES: UNSIGNALIZED

TRAFFIC SCENARIO	LTR			LTR			LT T R			LT TR		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	3	3	5	41	25	18	25	669	43	186	605	30

NORTH - SOUTH CRITICAL VOLUME: 95 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1558 V/C RATIO: 0.93
TOTAL CRITICAL VOLUME: 1653 LOS 'E'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	3	3	5	41	31	18	25	796	43	186	717	30

NORTH - SOUTH CRITICAL VOLUME: 101 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1797 V/C RATIO: 0.93
TOTAL CRITICAL VOLUME: 1898 LOS 'E'
PROJECT-ADDED CRITICAL TRIPS: 6

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	3	3	5	41	31	18	25	872	43	186	810	30

NORTH - SOUTH CRITICAL VOLUME: 101 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 1966 V/C RATIO: 0.93
TOTAL CRITICAL VOLUME: 2067 LOS 'E'
PROJECT-ADDED CRITICAL TRIPS: 6

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	3	3	5	41	32	18	25	951	45	186	875	30

NORTH - SOUTH CRITICAL VOLUME: 102 CAPACITY: NA
EAST - WEST CRITICAL VOLUME: 2112 V/C RATIO: NA
TOTAL CRITICAL VOLUME: 2214 LOS 'E-F'

INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR - SIGNALIZED
N/S STREET: OAK STREET E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	INTERSECTION TURNING VOLUME SUMMARY											
	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	3	3	5	41	25	18	25	669	43	186	605	30
PHASE I:	0	0	0	0	6	0	0	127	0	0	112	0
PHASE II:	0	0	0	0	0	0	0	76	0	0	93	0
CUMULATIVE:	0	0	0	0	1	0	0	79	2	0	65	0

OF PHASES: 3

TRAFFIC SCENARIO	LTR			LTR			L TT R			L T TR		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	3	3	5	41	25	18	25	669	43	186	605	30

NORTH - SOUTH CRITICAL VOLUME: 87 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 521 V/C RATIO: 0.40
TOTAL CRITICAL VOLUME: 608 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	3	3	5	41	31	18	25	796	43	186	717	30

NORTH - SOUTH CRITICAL VOLUME: 93 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 584 V/C RATIO: 0.45
TOTAL CRITICAL VOLUME: 677 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 70

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	3	3	5	41	31	18	25	872	43	186	810	30

NORTH - SOUTH CRITICAL VOLUME: 93 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 622 V/C RATIO: 0.47
TOTAL CRITICAL VOLUME: 715 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 38

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	3	3	5	41	32	18	25	951	45	186	875	30

NORTH - SOUTH CRITICAL VOLUME: 94 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 662 V/C RATIO: 0.50
TOTAL CRITICAL VOLUME: 756 LOS 'A'

#11 INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR
N/S STREET: U.S. 101 S.B OFF - VENTURA AVE. E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	1	33	80	331	0	3	4	358	0	0	314	339
PHASE I:	12	7	21	21	0	0	0	70	0	0	57	31
PHASE II:	0	11	11	59	0	0	0	0	0	0	0	54
CUMULATIVE:	0	11	1	58	0	0	0	22	0	0	14	49

OF PHASES: 3
LANE CONFIG: LT R LR LT T T R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	1	33	80	331	0	3	4	358	0	0	314	339

NORTH - SOUTH CRITICAL VOLUME: 368 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 318 V/C RATIO:0.45
TOTAL CRITICAL VOLUME: 686 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	13	40	101	352	0	3	4	428	0	0	371	370

NORTH - SOUTH CRITICAL VOLUME: 408 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 375 V/C RATIO:0.52
TOTAL CRITICAL VOLUME: 783 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 97

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	13	51	112	411	0	3	4	428	0	0	371	424

NORTH - SOUTH CRITICAL VOLUME: 478 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 375 V/C RATIO:0.56
TOTAL CRITICAL VOLUME: 853 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 70

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	13	62	113	469	0	3	4	450	0	0	385	473

CUMULATIVE NORTH - SOUTH CRITICAL VOLUME: 547 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 389 V/C RATIO:0.62
TOTAL CRITICAL VOLUME: 936 LOS 'B'

#11 INTERSECTION LEVEL OF SERVICE CALCULATIONS
VENTURA DOWNTOWN REDEVELOPMENT PROJECT
P.M. PEAK HOUR - MITIGATED GEOMETRICS (1)
N/S STREET: U.S. 101 S.B OFF - VENTURA AVE. E/W STREET: THOMPSON BLVD.

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 1989:	1	33	80	331	0	3	4	358	0	0	314	339
PHASE I:	12	7	21	21	0	0	0	70	0	0	57	31
PHASE II:	0	11	11	59	0	0	0	0	0	0	0	54
CUMULATIVE:	0	11	1	58	0	0	0	22	0	0	14	49

OF PHASES: 3
LANE CONFIG: LT R L LR LT T T R

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING VOLUMES	1	33	80	331	0	3	4	358	0	0	314	339

NORTH - SOUTH CRITICAL VOLUME: 201 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 318 V/C RATIO:0.34
TOTAL CRITICAL VOLUME: 519 LOS 'A'

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I	13	40	101	352	0	3	4	428	0	0	371	370

NORTH - SOUTH CRITICAL VOLUME: 231 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 375 V/C RATIO:0.40
TOTAL CRITICAL VOLUME: 606 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 87

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II	13	51	112	411	0	3	4	428	0	0	371	424

NORTH - SOUTH CRITICAL VOLUME: 271 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 375 V/C RATIO:0.43
TOTAL CRITICAL VOLUME: 646 LOS 'A'
PROJECT-ADDED CRITICAL TRIPS: 41

TRAFFIC SCENARIO	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING PLUS PHASE I & II PLUS	13	62	113	469	0	3	4	450	0	0	385	473

CUMULATIVE NORTH - SOUTH CRITICAL VOLUME: 311 CAPACITY: 1520
EAST - WEST CRITICAL VOLUME: 389 V/C RATIO:0.46
TOTAL CRITICAL VOLUME: 700 LOS 'A'

APPENDIX E

Air Quality

Project Name : Block A

Date : 07-26-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Community Shopping Center	40.0/1000	5	200	260
Commercial Office	25.0/1000	5	125	260
Government Office Building	40.7/1000	10	407	260
Government Office Building	40.7/1000	8	326	260
Government Office Building	40.7/1000	1	41	260
Government Office Building	40.7/1000	1	41	260
Government Office Building	40.7/1000	1	41	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Community Shopping Cente	0.226	1.829	0.352
Commercial Office	0.164	1.378	0.241
Government Office Buildi	0.478	3.907	0.733
Government Office Buildi	0.382	3.125	0.587
Government Office Buildi	0.048	0.391	0.073
Government Office Buildi	0.048	0.391	0.073
Government Office Buildi	0.048	0.391	0.073
	1.394	11.412	2.132

Project Name : block b

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Apartment 10 - 20 Du./Acre	6.0/Unit	9	54	
Apartment 10 - 20 Du./Acre	6.0/Unit	12	72	
Apartment 10 - 20 Du./Acre	6.0/Unit	7	42	
Apartment 10 - 20 Du./Acre	6.0/Unit	2	12	
Apartment 10 - 20 Du./Acre	6.0/Unit	1	6	
Apartment 10 - 20 Du./Acre	6.0/Unit	4	24	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Apartment 10 - 20 Du./Ac	0.101	0.869	0.142
Apartment 10 - 20 Du./Ac	0.135	1.158	0.189
Apartment 10 - 20 Du./Ac	0.079	0.676	0.110
Apartment 10 - 20 Du./Ac	0.023	0.193	0.031
Apartment 10 - 20 Du./Ac	0.011	0.097	0.016
Apartment 10 - 20 Du./Ac	0.045	0.386	0.063
	.394	3.379	.551

Project Name : block d

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips Days Op.	
Commercial Strip Business	40.7/1000	4	163	305
Commercial Strip Business	40.7/1000	4	163	305
Residential				
	Home-Work	Home-Shop	Home-Other	Commercial
Trip Length	5.25	3.41	4.24	4.71
% Started Cold	88.20	40.10	58.00	77.20
Trip Speed	35	35	35	35
Percent Trip	27.30	21.20	51.50	

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Busines	0.223	1.822	0.343
Commercial Strip Busines	0.223	1.822	0.343
	.446	3.644	.686

Project Name : block f

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips Days Op.	
Commercial Strip Business	40.7/1000	5	204	305
Commercial Strip Business	40.7/1000	2	81	305
Commercial Strip Business	40.7/1000	3	122	305
Commercial Strip Business	40.7/1000	2	81	305
Commercial Strip Business	40.7/1000	2	81	305
Commercial Strip Business	40.7/1000	2	81	305
Commercial Office	25.0/1000	12	300	260

Residential				
	Home-Work	Home-Shop	Home-Other	Commercial
Trip Length	5.25	3.41	4.24	4.71
% Started Cold	88.20	40.10	58.00	77.20
Trip Speed	35	35	35	35
Percent Trip	27.30	21.20	51.50	

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Busines	0.279	2.278	0.429
Commercial Strip Busines	0.112	0.911	0.172
Commercial Strip Busines	0.167	1.367	0.257
Commercial Strip Busines	0.112	0.911	0.172
Commercial Strip Busines	0.112	0.911	0.172
Commercial Strip Busines	0.112	0.911	0.172
Commercial Office	0.394	3.307	0.580
	1.288	10.596	1.954

Project Name : block g

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Commercial Strip Business	40.7/1000	9	366	305
Commercial Strip Business	40.7/1000	15	611	305

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Business	0.502	4.100	0.772
Commercial Strip Business	0.837	6.834	1.287
	1.339	10.934	2.059

Project Name : block h

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Commercial Strip Business	40.7/1000	4	163	305
General Light Industry	7.0/1000	15	105	260
General Light Industry	7.0/1000	2	14	260
General Light Industry	7.0/1000	6	42	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	0.00	0.00	0.00	0.00	0.00
% Started Cold	0.00	0.00	0.00	0.00	0.00
Trip Speed	35	35	35	35	35
Percent Trip	0.00	0.00	0.00		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Business	0.080	0.313	0.067
General Light Industry	0.044	0.172	0.037
General Light Industry	0.006	0.023	0.005
General Light Industry	0.018	0.069	0.015
	.148	.577	.124

Project Name : block i

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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General Light Industry	7.0/1000	7	49	260
General Light Industry	7.0/1000	3	21	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
General Light Industry	0.068	0.582	0.098
General Light Industry	0.029	0.249	0.042
	.097	.831	.14

Project Name : BLOCK J

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Condominiums (Family)	8.0/Unit	180	1440	
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	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Condominiums (Family)	2.700	23.170	3.779

Project Name : BLOCK K

Date : 07-27-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Project Name : BLOCK O

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
General Light Industry	7.0/1000	5	35	260
General Light Industry	7.0/1000	3	21	260
General Light Industry	5.5/1000	2	11	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix				
Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
General Light Industry	0.049	0.416	0.070
General Light Industry	0.029	0.249	0.042
General Light Industry	0.015	0.131	0.022
	.093	.796	.134

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Commercial Strip Business	74.0/1000	2	148	305
Commercial Strip Business	74.0/1000	5	370	305
Commercial Strip Business	74.0/1000	5	370	305
Commercial Strip Business	74.0/1000	2	148	305
Commercial Strip Business	74.0/1000	8	592	305
Commercial Strip Business	74.0/1000	2	148	305
Commercial Strip Business	74.0/1000	1	74	305
Commercial Strip Business	74.0/1000	2	148	305
Commercial Strip Business	74.0/1000	3	222	305
Commercial Strip Business	74.0/1000	3	222	305
Commercial Strip Business	74.0/1000	5	370	305

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix				
Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Business	0.203	1.657	0.312
Commercial Strip Business	0.507	4.142	0.780
Commercial Strip Business	0.507	4.142	0.780
Commercial Strip Business	0.203	1.657	0.312
Commercial Strip Business	0.811	6.627	1.248
Commercial Strip Business	0.203	1.657	0.312
Commercial Strip Business	0.101	0.828	0.156
Commercial Strip Business	0.203	1.657	0.312
Commercial Strip Business	0.304	2.485	0.468
Commercial Strip Business	0.304	2.485	0.468
Commercial Strip Business	0.507	4.142	0.780
	3.853	31.479	5.928

Project Name : BLOCK P

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Project Name : block q

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Commercial Strip Business	40.7/1000	15	611	305
Commercial Strip Business	40.7/1000	4	163	305
Commercial Strip Business	40.7/1000	11	448	305

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Business	0.837	6.834	1.287
Commercial Strip Business	0.223	1.822	0.343
Commercial Strip Business	<u>0.614</u>	<u>5.011</u>	<u>0.943</u>
	1.674	13.667	2.573

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Apartment 10 - 20 Du./Acre	6.0/Unit	5		30
Apartment 10 - 20 Du./Acre	6.0/Unit	5		30
Apartment 10 - 20 Du./Acre	6.0/Unit	5		30
Apartment 10 - 20 Du./Acre	6.0/Unit	6		36
Apartment 10 - 20 Du./Acre	6.0/Unit	21		126
Apartment 10 - 20 Du./Acre	6.0/Unit	5		30
Apartment 10 - 20 Du./Acre	6.0/Unit	5		30

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Apartment 10 - 20 Du./Ac	0.056	0.483	0.079
Apartment 10 - 20 Du./Ac	0.056	0.483	0.079
Apartment 10 - 20 Du./Ac	0.056	0.483	0.079
Apartment 10 - 20 Du./Ac	0.068	0.579	0.094
Apartment 10 - 20 Du./Ac	0.236	2.027	0.331
Apartment 10 - 20 Du./Ac	0.056	0.483	0.079
Apartment 10 - 20 Du./Ac	<u>0.056</u>	<u>0.483</u>	<u>0.079</u>
	.584	5.021	.82

Project Name : BLOCK R

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Commercial Strip Business	40.7/1000	13	529	305
Commercial Strip Business	40.7/1000	11	448	305
Commercial Strip Business	40.7/1000	7	285	305

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Busines	0.725	5.923	1.115
Commercial Strip Busines	0.614	5.011	0.943
Commercial Strip Busines	<u>0.390</u>	<u>3.189</u>	<u>0.600</u>
	1.729	14.123	2.658

Project Name : BLOCK T

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Commercial Strip Business	40.7/1000	1	41	305
Commercial Strip Business	40.7/1000	2	81	305

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Busines	0.056	0.456	0.086
Commercial Strip Busines	<u>0.112</u>	<u>0.911</u>	<u>0.172</u>
	.168	1.367	.258

Project Name : block u

Date : 08-02-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Commercial Strip Business	8.0/1000	200	1600	365

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Business	2.624	21.433	4.035

Project Name : Block E

Date : 08-22-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Project Name : Block L

Date : 08-22-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Commercial Strip Business	21.3/1000	25	533	260
Commercial Office	22.7/1000	32	726	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Commercial Strip Busines	0.622	5.081	0.957
Commercial Office	0.953	8.007	1.403

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Condominiums (Family)	8.9/Unit	68	605	
Commercial Strip Business	21.3/1000	40	852	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Condominiums (Family)	1.135	9.738	1.588
Commercial Strip Busines	0.995	8.130	1.531

Project Name : Block M

Date : 08-22-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Condominiums (Family)	8.9/Unit	58	516	
Commercial Strip Business	21.3/1000	19	405	260

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Condominiums (Family)	0.968	8.306	1.355
Commercial Strip Business	0.473	3.862	0.727

Project Name : Block N

Date : 08-22-1989

Analysis Year = 1995

Temperature = 75

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
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Condominiums (Family)	8.9/Unit	70	623	
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	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.25	3.41	4.24	4.71	3.58
% Started Cold	88.20	40.10	58.00	77.20	27.00
Trip Speed	35	35	35	35	35
Percent Trip	27.30	21.20	51.50		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.80	1.46	95.90	2.64
Light Duty Trucks	14.30	2.38	94.85	2.77
Medium Duty Trucks	4.30	5.85	94.15	0.00
Heavy Duty Trucks	3.85	33.30	66.70	N/A
Heavy Duty Trucks	3.85	N/A	N/A	100.00
Motorcycles	0.90	100.00	N/A	N/A

Project Emissions Report in Ton/Year

Unit Type	TOG	CO	NOX
Condominiums (Family)	1.168	10.024	1.635

HAZARDOUS MATERIALS

TABLE 1: EIR LIST BY BLOCK

PARCEL #	BLOCK	ADDRESS	PPA	HMR	AUDIT	HWG	RISK	COMMENTS
073-0-021-020	D ---		1					
073-0-021-030	D ---		1					
073-0-021-040	D 50	W. MAIN ST				1		HWG permit, HALL
073-0-021-050	D 38	W. MAIN ST				1		HWG permit, D&G AUTO
073-0-021-170	D ---		1					
	D BLOCK TOTAL		3	0	0	2		
073-0-111-010	E 102	S. GARDEN ST	1	1			MOD	UST removal, spill
073-0-111-040	E 40	W. SANTA CLARA ST	1					
073-0-111-050	E 34	W. SANTA CLARA ST	1					
073-0-111-090	E 10	S. VENTURA AVE	1					
073-0-111-100	E 169	S. VENTURA AVE	1					
073-0-111-110	E 193	S. VENTURA AVE	1					
073-0-111-120	E 33	W. THOMPSON BLVD	1	1	1		LOW	clean, JEDEKA
073-0-111-130	E 50?	W. THOMPSON BLVD	1					
073-0-111-140	E 61	W. THOMPSON BLVD	1					
073-0-111-150	E 77	W. THOMPSON BLVD	1			1	MOD	HWG permit
073-0-111-160	E 72	W. SANTA CLARA ST	1	1		1	MOD	HWG permit, spill
073-0-111-200	E 10	W. SANTA CLARA ST	1					
	E BLOCK TOTAL		12	3	1	2		
073-0-106-020	F 174	W. SANTA CLARA ST	1	1			MOD	UST, contam soil
073-0-106-030	F 162	W. SANTA CLARA ST	1		1		MOD	clean, adjacent site contaminated
073-0-106-040	F 150	W. SANTA CLARA ST	1		1		LOW	clean
073-0-106-050	F 138	W. SANTA CLARA ST	1		1		LOW	clean
073-0-106-060	F 124	W. SANTA CLARA ST	1		1		LOW	clean
073-0-106-130	F 188	W. SANTA CLARA ST		1		1		HWG permit, spill
073-0-106-210	F 105	S. OLIVE ST	1		1		HIGH	possible toxics, CLEAN HOLE
	F BLOCK TOTAL		6	2	5	1		
073-0-012-010	G 176	W. MAIN ST				1		HWG permit, LOOMAN
073-0-012-100	G 26	S. GARDEN ST				1		HWG permit, GOODYEAR
	G BLOCK TOTAL		0	0	0	2		
071-0-172-075	H 85	JULIAN ST		1				UST removed, spill
	H BLOCK TOTAL		0	1	0	0		
071-0-174-060	I 52	JULIAN ST		1				UST tank leak
071-0-174-150	I 29	N. OLIVE				1		HWG permit, SMITH OIL
	I BLOCK TOTAL		0	1	0	1		

TABLE 1: EIR LIST BY BLOCK

PARCEL #	BLOCK	ADDRESS	PPA	HMR	AUDIT	HWG	RISK	COMMENTS
073-0-118-020	D	54 E. THOMPSON BLVD				1		HWG permit, HOWERY'S
073-0-118-050	D	104 E. THOMPSON BLVD				1		HWG permit, C&R BLUE
073-0-118-080	D	138 E. THOMPSON BLVD	1					
073-0-118-090	D	154 E. THOMPSON BLVD	1					
073-0-118-100	D	--- E. THOMPSON BLVD	1					
073-0-118-110	D	--- E. THOMPSON BLVD	1					
073-0-118-120	D	186 E. THOMPSON BLVD	1					
073-0-118-130	D	--- S. FIGUEROA ST	1					
073-0-118-160	D	---	1					
073-0-118-170	D	88 E. THOMPSON ST				1		HWG permit, NORCOAST
	D	BLOCK TOTAL	7	0	0	3		
<hr/>								
073-0-031-040	P	242 E. MAIN ST	1					
073-0-031-080	P	--- S. PALM ST	1					
073-0-031-120	P	211 E. SANTA CLARA ST	1					
073-0-031-130	P	54 FIGUEROA ST MALL	1		1		LOW	clean, SOO HOC
073-0-031-140	P	--- FIGUEROA ST MALL	1		1		LOW	clean, SOO HOC
073-0-031-150	P	36 FIGUEROA ST MALL	1					
	P	BLOCK TOTAL	6	0	2	0		
<hr/>								
none	D	145 N. OLIVE ST				1		HWG permit, TIP TOP PAINT
	D	BLOCK TOTAL	0	0	0	1		
<hr/>								
073-0-011-225	R	235 W. SANTA CLARA ST		1				suspected contamination
073-0-011-060	R	59 S. OLIVE				1		HWG permit, NL BARGID
	R	BLOCK TOTAL	0	1	0	1		
<hr/>								
073-0-122-295	T	225 S. PALM ST			1			unreg UST?, contam present
	T	BLOCK TOTAL	0	0	1	0		
<hr/>								
073-0-240-040	BB	--- S. FIGUEROA ST						Ventura Marine Facility, TEXACO
073-0-240-050	BB	--- S. FIGUEROA ST						Ventura Marine Facility, TEXACO
073-0-240-130	BB	--- S. FIGUEROA ST						Ventura Marine Facility, TEXACO
	BB	BLOCK TOTAL	0	0	0	0		
		TOTAL ALL BLOCKS	64	10	14	14		

TABLE 1: EIR LIST BY BLOCK

PARCEL #	BLOCK	ADDRESS	PPA	HMR	AUDIT	HWG	RISK	COMMENTS
071-0-182-690	J	130 N. GARDEN ST	1					
071-0-182-700	J	156 N. GARDEN ST	1					
071-0-182-710	J	166 N. GARDEN ST	1					
071-0-182-720	J	40 FIX WAY	1					
071-0-182-730	J	33 FIX WAY	1					
071-0-182-740	J	159 N. VENTURA AVE	1					
071-0-182-750	J	34 FIX WAY	1					
071-0-182-760	J	141 N. VENTURA AVE	1					
071-0-182-770	J	143 N. VENTURA AVE	1					
071-0-182-780	J	--- N. VENTURA AVE	1					
071-0-182-790	J	117 N. VENTURA AVE	1					
073-0-181-040	BA	185 N. VENTURA AVE	1					
073-0-181-050	BA	29 FIX WAY	1					
073-0-181-060	BA	45 FIX WAY	1					
073-0-181-070	BA	65 FIX WAY	1					
073-0-181-080	BA	180 N. GARDEN ST	1					
073-0-181-090	BA	182 N. GARDEN ST	1					
J BLOCK TOTAL			17	0	0	0		
073-0-114-030	L	193 JUNIPERO ST	1				MOD	possible toxics, STRONG STEEL
71-0-114-040	L	212 E. THOMPSON BLVD	1	1	1		HIGH	contaminated site, EDWARDS
073-0-114-050	L	232 E. THOMPSON BLVD	1	1	1		HIGH	contaminated site, EDWARDS
073-0-114-080	L	130 S. VENTURA AVE	1			1	MOD	HWG permit, AMERICAN BODY SHOP
073-0-114-090	L	164 S. VENTURA AVE	1					
L BLOCK TOTAL			5	2	2	1		
073-0-116-010	M	120 E. SANTA CLARA ST	1		1		MOD	3 metal targets, contam soil, SCHOOL
073-0-116-060	M	177 E. THOMPSON BLVD	1		1		LOW	clean, OLSEN
M BLOCK TOTAL			2	0	2	0		
073-0-121-020	N	234 E. SANTA CLARA ST	1					
073-0-121-030	N	246 E. SANTA CLARA ST	1					
073-0-121-040	N	254 E. SANTA CLARA ST	1					
073-0-121-130	N	211 E. THOMPSON BLVD	1		1		MOD	2 metal targets, META
073-0-121-140	N	231 E. THOMPSON BLVD	1					
073-0-121-150	N	245 E. THOMPSON BLVD	1					
N BLOCK TOTAL			6	0	1	0		



ASSOCIATED TRANSPORTATION ENGINEERS

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Scott A. Schell

November 30, 1989

Mr. Steve Craig
The Planning Corporation
122 East Arrellaga Street
Santa Barbara, CA 93101

VENTURA DOWNTOWN REDEVELOPMENT PROJECT: RESPONSE TO TRANSPORTATION RELATED COMMENTS

The following letter contains our responses to the comments submitted to ATE over the phone regarding the traffic section of the DEIR. The text presented below will discuss the Main Street-Santa Clara Street One-Way Couplet and will provide a brief analysis of intersection and roadway safety conditions within the study area.

1. Main Street-Santa Clara Street One-Way Couplet: The draft traffic study and EIR prepared for the project by ATE did not recommend the conversion of Main Street and Santa Clara Street into a one-way couplet because the cumulative buildout volumes forecast for these links did not warrant such an improvement. The buildout volumes forecast for Main Street reached between 12,800 ADT and 13,400 ADT. These volumes would be adequately served by the existing two-lane Main Street facility. The volumes forecast for Santa Clara Street corridor were in the 8,000 ADT range, which would also be adequately served by the existing two-lane roadway. Because the existing roadways segments would operate acceptably with cumulative traffic volumes, no one-way couplet mitigation was offered.

2. Intersection and Roadway Safety Analysis: The City of Ventura prepares a Traffic Safety Report each year which identifies those intersections and roadway segments in the City which have the highest accident rates. ATE utilized this report to determine which intersections and roadway segments in the study area currently experience safety problems. The following tables outline the study area intersections and roadway segments which were within the top 10 on the accident priority lists contained in the City's 1988 Traffic Safety Report. The tables summarize the number of accidents and the accident rates experienced at each location.

Table 1
City of Ventura Intersection Accident Data

Intersection Type/ Location	Rank	Total Accidents	Entering Volume	Accident Rate (A/MV)*
Major/Major Intersections				
Main St/Seaward Ave	1	13	22,400	1.59
Harbor Blvd/Seaward Ave	2	24	48,000	1.37
Main St/Ventura Ave	10	4	18,000	0.61
Major/Collector Intersections				
Thompson Blvd/California	8	8	25,000	0.88
Major/Local Intersections				
Thompson Blvd/Chestnut St	1	24	16,000	4.11
Thompson Blvd/Oak St	3	11	20,000	1.51
Main St/Chestnut St	5	6	14,500	1.31
Main St/California St	6	7	15,000	1.28
Collector/Collector Intersections				
Santa Clara/Ventura Ave	1	8	11,000	1.99
Harbor Blvd/California St	9	4	15,768	0.70
Collector/Local Intersections				
Santa Clara/California St	3	13	16,000	2.23
Poli St/Cedar St	3	9	6,800	1.21
Local/Local Intersections				
Santa Clara/Chestnut St	2	4	8,000	1.37
Santa Clara/Oak St	3	4	8,000	1.37
Santa Clara/Chestnut St	4	3	7,000	1.17

* Accidents per million vehicles entering.

Table 2
City of Ventura Roadway Accident Data

Roadway Type/ Segment	Rank	Total Accidents	ADT Volume	Length (Miles)	Rate (A/MVM)*
Major Street Segments					
Thompson Blvd: Oak To Chestnut	1	12	19,161	0.15	11.44
Main St: Garden to Fir	3	16	9,774	0.80	5.61
Ventura Ave: Center to Thompson	10	16	9,774	0.80	5.61
Local Street Segments					
Santa Clara St: Oak To Chestnut	9	3	8,000	0.17	6.04
Santa Clara St: Garden to Oak	10	6	7,799	0.43	4.90

* Accidents per million vehicle miles.

The data presented above indicate that several intersections and roadway segments in the study area experience accident rates which are within the City's highest top 10 locations. Buildout of the Ventura Downtown Redevelopment area would add traffic to most of these locations, thereby exacerbating the current accident experience.

The City's Traffic Safety Report also recommends measures which can be taken to reduce the safety problems experienced at those locations identified as problem areas. The following measures are outlined in the City's report for implementation at the problem intersections and roadway segments within the Downtown Redevelopment study area.

Proposed City Improvements For Major/Major Intersections

1) Harbor Boulevard/Seaward Avenue: The City has proposed the implementation of protected left-turn phasing on the westbound and northbound approaches at this intersection. This improvement would reduce the left-turn accidents currently experienced at these two approaches. The improvement has been scheduled for implementation during the 1989-1990 fiscal year.

2) Main Street/Seaward Avenue: The City has proposed the installation of left-turn channelization on all four intersection approaches. This improvement would require removal of on-street parking adjacent to the intersection. The addition of left-turn channelization would reduce the

number of left-turn accidents experienced at the intersection. City Council has deferred the implementation of this improvement until additional off-street parking can be provided in the area.

Proposed City Improvements For Major/Local Intersections

1) Thompson Boulevard/Chestnut Street: The City has scheduled the installation of left-turn channelization on Thompson Boulevard by removing on-street parking and restriping Thompson Boulevard. This modification would reduce the left-turn accidents currently experienced on Thompson. The project is scheduled for implementation in the City's 1989-1990 Traffic Improvement Plan.

2) Thompson Boulevard/Oak Street: The City has scheduled the installation of left-turn channelization on Thompson Boulevard by removing on-street parking and restriping Thompson Boulevard. This modification would reduce the left-turn accidents currently experienced on Thompson. The project is scheduled for implementation in the City's 1989-1990 Traffic Improvement Plan.

The City is also planning to study the intersection to determine if traffic signal warrants are met. If the City determines that warrants are satisfied, the intersection would be added to the future signals list.

Proposed City Improvements For Collector/Collector Intersections

1) Ventura Avenue/Santa Clara Street: The City has recommended the installation of traffic signal mast arms at this intersection to reduce the number of right-angle accidents experienced. Funding for this improvement is scheduled to be added in a future CIP.

Proposed City Improvements For Collector/Local Intersections

1) Santa Clara Street/California Street: The City has recommended the installation of traffic signal mast arms at this intersection to reduce the number of right-angle accidents experienced. Funding for this improvement is scheduled to be added in a future CIP.

Proposed City Improvements For Local/Local Intersections

1) Santa Clara Street/Chestnut Street: The City has recommended the installation of traffic signal mast arms at this intersection to reduce the number of right-angle accidents experienced. Funding for this improvement is scheduled to be added in a future CIP.

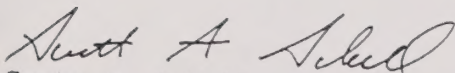
- 2) Santa Clara Street/Oak Street: The City has recommended the installation of traffic signal mast arms at this intersection to reduce the number of right-angle accidents experienced. Funding for this improvement is scheduled to be added in a future CIP.

Proposed City Improvements For Major Street Segments

- 1) Thompson Boulevard: Oak Street to Chestnut Street. The City has scheduled the installation of left-turn channelization on Thompson Boulevard by removing on-street parking and restriping Thompson Boulevard. This modification would reduce the left-turn accidents and parking related accidents currently experienced on Thompson. The project is scheduled for implementation in the City's 1989-1990 Traffic Improvement Plan.
- 2) Main Street: Figueroa Street to Oak Street. The City has proposed the conversion of existing diagonal on-street parking to parallel parking in this area. This modification would reduce the number of accidents caused by vehicles backing out of the parking spaces into the street. The City is planning to present new parking layouts for this street segment to the Traffic Advisory Committee to be considered for implementation.
- 3) Main Street: Oak Street to Chestnut Street. City has proposed the conversion of existing diagonal on-street parking to parallel parking in this area. This modification would reduce the number of accidents caused by vehicles backing out of the parking spaces into the street. The City is planning to present new parking layouts for this street segment to the Traffic Advisory Committee to be considered for implementation.

The City will update the Traffic Safety Report each year and recommend additional safety mitigation measures where warranted. If problem locations are identified in the Downtown Redevelopment study area as buildout occurs, they will be identified in the report and appropriate mitigations will be recommended.

This concludes our response to the comments submitted for the Draft EIR. Please call me if you have any questions regarding this information.



Scott A. Schell
Transportation Planner

SAS:wp

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